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PRIVATE RESIDENTS AT THE  
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A Comprehensive and Complete  
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NEWS OF THE FAR EAST  
is given in the  
**HONGKONG WEEKLY  
PRESS,**  
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CHINA OVERLAND TRADE REPORT  
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# Hongkong Daily Press.

ESTABLISHED 1857

**STRIKING EXPERIMENTS**  
AT THE REQUEST OF THE  
LOCAL GOVERNMENT BOARD FOR IRELAND.  
The remarkable feeding experi-  
ments conducted in the School  
of Physiology, Trinity College,  
Dublin, at the request of the  
Local Government Board for  
Ireland, prove that  
**BOVRIL**  
when added to a fixed diet, has  
a body-building effect equal to  
from 10 to 50 times the weight  
of the Bovril taken.  
DETAILS OF THESE EXPERIMENTS CAN BE HAD UPON  
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No. 16,561. 號一十六百五千六萬壹第 日八十二月四年三統宣 HONGKONG, FRIDAY, MAY 26TH, 1911. 五拜禮 號六廿月五年一十百九千一英港香 PRICE \$3 PER MONTH.

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[1404]

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1.15 p.m. to 1.45 p.m. Every 15 minutes.  
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Hongkong, 24th July, 1905. [a530]

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Hongkong, 1st September, 1910. [a43]

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"Braeside," 20, Macdonnell Road,  
Hongkong, 4th December, 1907. [a32]

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Lessee and Manager: R. H. STEPHENSON.  
Hongkong, 23rd May, 1911. [a577]



## INTIMATION

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## DEATH.

At the Government Civil Hospital on the  
24th May, GEORGE PHILIP WHEELER of  
Kowloon Roads, aged 45 years, late of H.M.S.  
Astruc. [744]

HONGKONG OFFICE: 10A, DES VERT ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, MAY 26TH, 1911.

It is perhaps inevitable that the latest  
country to become a republic should attract  
more than ordinary attention for some time,  
and that its progress and development  
under the new regime should be a matter of  
considerable interest. Portugal, even since  
the coup d'état of last year, which converted  
one of the oldest monarchies of Europe  
into the youngest republic in the world,  
has provoked more speculation as to its  
future than ever it did in former days, and  
the fact that the Republican Government is  
attempting experiments at variance with  
the old ideas which obtained in the country  
is bound to give it considerable political  
importance. Recent telegrams from Europe  
suggest a strong reactionary movement in  
the country, and though they lack definite-  
ness there seems to be a general expectancy  
that something is about to happen. It may  
be an attempt to bring back the monarchy;  
it may be an attempt to introduce a different  
personnel in the republican government; or  
it may be an attempt which is religious or  
ecological in character, but whatever  
form it takes some disturbance is expected.  
Viewing the situation in Portugal impar-  
tially, and having regard to the historical  
lessons taught by France when it rudely  
broke away from monarchical government,  
we must be prepared for a considerable  
period of unrest. Even if the majority of  
the people of the country are desirous of  
change from a monarchy to a republic,

which is perhaps doubtful, some time must  
elapse before there is a complete re-adjust-  
ment to the new conditions. The mere  
change of government is unsettling in itself,  
but when this is followed by other changes  
of economic and religious value the effect  
is bound to be considerable, so that in the  
circumstances it is only natural to expect  
that agitation of more or less importance  
should prevail in the country. This does not  
necessarily imply that the Republican Gov-  
ernment is less stable than when it was  
created. Nor does it imply that the Royal-  
ists are increasing in strength. It merely  
means that the difficulties in the way of  
converting monarchical institutions, or in-  
stitutions which were established when the  
House of Braganza held sway, to republican  
ideas are only being realised, and that  
opposing views are being more loudly  
voiced. The republican ideal cannot be  
inculcated with the shock of arms or  
the triumph of party. Generations must  
elapse before the new ideas can reach  
fruition. On the other hand, a nation  
does not readily part with its traditions,  
and it is only in the nature of things that  
some feeling of affection and regard for the  
Royal House of the kingdom of Lusitania  
should be manifest. Sentiment of this na-  
ture cannot be eradicated by any coup, and  
its disappearance, if ever it does, can only be  
gradual and slow. Therefore, as long as  
this feeling prevails to any extent in the  
country, the republic cannot be deemed to  
be fairly established. Without being  
pessimistic, and without attempting the  
role of prophet, we have to recognise that  
the new form of government will be  
severely tried. It is almost inevitable that  
it will have to pass through a time of stress  
and trouble. It may even, as in the case of  
France and some of the South American  
republics, be submerged for a time, but the  
probability is, we think, that Portugal in the  
long run will follow the historical course of  
other nations which have once abolished  
monarchical institutions and remain re-  
publican. Admittedly when such a radical  
change takes place in a country as was  
effected in Portugal last October mistakes  
and excesses are bound to occur. There is  
a tendency to go to extremes, and wise heads  
and strong hands are needed to exercise  
restraint. To their credit, or to their good  
fortune, be it said that the Republicans  
accomplished their revolution with compar-  
atively little bloodshed. In that respect it  
is practically unique. But though the  
crisis of the French revolutionists who  
attempted to abolish religion and to evolve  
a scheme of life which had no place for the  
Deity is not being repeated in Portugal, it  
has to be admitted that the reformers are  
attempting legislation which savours of the  
extremes and in measure calculated to defeat  
its own object. Yesterday we reproduced  
an article from *The Times* in which a  
correspondent of that journal describes the  
restrictions imposed on various forms of  
worship, and suggests that it indicates an  
attempt to initiate the time when "there  
shall be no religion and no God in Portu-  
gal." Experience will in time prove the  
folly of this attitude, but there is bound to  
be trouble before a greater spirit of reason-  
ableness prevails. Financial problems em-  
barrass the new government, as it is said  
that the expenses of the country have in-  
creased rather than decreased since the  
revolution, and to this must be added  
the feeling of disappointment among  
the working classes in having to  
realise that economically they are no  
better off than before. The expected  
Millennium has not dawned, and promises  
made have not been fulfilled. Discontent,  
therefore, is general. Dissatisfaction is felt  
at the Government in delaying the elections,  
which have been postponed till May 28th,  
and the present régime, which is little  
short of a dictatorship, is in consequence  
decidedly unpopular. Much will depend on  
the result of this election. It will either  
strengthen or weaken the republican  
government, but whatever happens it will  
do little to bring about the Millennium, for  
Portugal has yet to work out her national  
salvation.

During the 48 hours ended at noon yesterday  
there were six cases of plague in the Colony,  
four being fatal.

Practically the work of taking the census is  
completed. The last piles of returns from the  
Chinese districts have been brought in.

The King has been graciously pleased to  
appoint Mr. Robert MacLeod Hodgson to be  
His Majesty's Consul at Vladivostok.

On Wednesday a Chinese woman fell over-  
board from the steam launch *Willie* as that  
vessel was crossing the harbour from Hongkong  
to Kowloon. The body has not yet been  
recovered.

At the Magistrate's yesterday a native who  
was charged with being in unlawful possession of  
a quantity of opium was fined \$125 by Mr.  
Hazelard, the alternative being two months and  
fourteen days' imprisonment.

Mr. Geo. Anderson, the representative of  
Messrs. John Roberts & Co., billiard table  
manufacturers, Bombay, will shortly be paying  
a visit to Hongkong.

"The Follies," who have given two perform-  
ances at Canton, and were to give a perform-  
ance at Macao last night, give their farewell  
entertainment at the Theatre Royal to-night.

The second gymnastics of the season, which  
had to be postponed last Saturday owing to the  
rain, is advertised to take place at the Happy  
Valley to-morrow afternoon, commencing at  
3.30.

We are informed by the Hongkong Agency  
of the Netherlands Trading Society that  
telegraphic information has been received that  
a dividend of 9 % (nine per cent.) has been  
declared by this Bank for the year 1910.

A fine of \$5 was imposed on an Indian police-  
man employed at the Naval Yard by Mr. Wood  
at the Magistrate's yesterday. The defendant,  
while under the influence of liquor, walked over  
astone pier near Observation Place.

Three Chinese were charged before Mr.  
Hazelard at the Magistrate's yesterday with  
being found at night with dangerous or offensive  
weapons in their possession with intent to break  
and enter No. 2, Grasson Street, Wanchai, with  
intent to commit a felony. The hearing of the  
charge was adjourned.

At the Magistrate's yesterday before Mr.  
Wood, Inspector T. Hinds of the Sanitary  
Department proceeded against two Chinese on  
a charge of cruelty to animals. The first de-  
fendant, while carrying a pig from the depot to  
the killing house, dumped it violently on the  
ground, for which offence he was ordered to pay  
a fine of \$10. The second placed a live pig in  
a pan of boiling water, for which offence he was  
fined in the sum of \$20.

Miss Ida Marie Samuel, daughter of Sir  
Marcus Samuel, Bart., head of the Eastern  
firm of Messrs. Samuel Samuel & Co., and  
Lily Samuel, 3, Hamilton-place, W., and The  
Mote, Kent, was married at the new West  
End Synagogue, St. Petersburg-place,  
recently, to Mr. E. M. Sebag-Montefiore,  
J.C.C., eldest son of the late Mr. Arthur  
Sebag-Montefiore and Mrs. Sebag-Montefiore,  
2, Palace Houses, Baywater-road, and East  
Cliff Lodge, Ramsgate.

A card tournament was held at Stonecutters  
on Empire Day, under the auspices of the 87th  
Company R.G.A. branch of the Royal Army  
Temperance Association. The visitors, a select  
team from the 88th Company R.G.A.  
branch R.A.F.A., were the victors by 47  
points. The remainder of the evening was  
devoted to that most alluring and subtle  
Army game "Pat", the 88th, again  
showing their prowess by winning 53 games to  
their opponents 21. A return match will  
be played at Victoria at an early date.

Before Mr. Wood at the Magistrate's yester-  
day a Chinese was charged with the larceny by  
trick of 20 watches, valued at \$108, from 125,  
Queen's Road West, a second-hand dealer's.  
Defendant is alleged to have purchased the  
watches, taken the complainant with him to a  
Japanese firm in Lee House Street, left him  
the door, and told him to wait. As he did not  
return the complainant left, but seeing the  
defendant later in the street, arrested him and  
handed him over to the police. The hearing of  
the case was adjourned until the 31st instant.

A pleasant function took place at the Police  
Reception Club on Wednesday evening when  
Mr. W. Glendinning, of the Hongkong Electric  
Tramway Co., who is shortly leaving for Aus-  
tralia on leave, was given a send-off by the  
members of the Club. Inspector Withers, on  
behalf of the members, presented Mr. R. Glendin-  
ning with a case of silver-mounted briar pipes,  
and expressed the wish that as he sojourned these  
Mr. Glendinning would not forget the donors.  
They all wished the departing tramway man a  
good voyage, a pleasant holiday and a speedy  
return. Mr. Glendinning, to whom the presenta-  
tion came as a surprise, made a suitable re-  
sponse, after which all quaffed "a cup of  
kindness," and last farewells were taken.

## THE "DEVANHA"

The Hon. Mr. E. A. Howett, Superintendent  
of the P. and O. Co., yesterday received a wire-  
less message from the Commander of the s.s.  
*Devanha*, through the courtesy of the Japanese  
Government Station in Fomosa, to the effect  
that his vessel had passed Taung Yang and, as  
the fog was clearing, he hoped to arrive at  
4.30 p.m. to-day.

NEW COTTON FIELDS FOR  
LANCASHIRE.

Mr. J. Monson publishes in the *English  
Review* a powerful appeal for a more systematic  
effort for the development of the possible  
cotton fields of the world. He says—  
"What is really required as a first step to-  
wards this important measure of providing for  
the future of our greatest industry, and for an  
expanding supply of food for our working  
population, is a movement to bring pressure on  
the Government to investigate the subject of  
the growth of cotton in British Africa and our  
Asiatic possessions. A Commission of investiga-  
tion appointed by the Government for that  
purpose might well be composed as follows:—  
One engineer, one cotton grower, one irrigation  
engineer, six agriculturists (three selected from  
Egypt and three from India), one botanist, one  
agricultural chemist (the Secretary of the Co-  
operative Union), one banker, one barrister, one  
shipping merchant, one railway engineer. This  
commission would travel through Egypt to the  
Lakes into Central Africa, from there to  
Durban, thence to India, returning by  
Turkistan to Syria and the Euphrates.  
The results of such a tour would enable both  
the trade and the country to realise the require-  
ments of the situation and show the best way of  
investing the national capital for this great  
development of national trade.

## TELEGRAMS.

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[REUTERS'S SERVICE TO THE "HONGKONG  
DAILY PRESS."]

## ALSACE-LORRAINE.

MODIFIED FORM OF SELF-GOVERNMENT.

LONDON, May 25th.

The German Reichstag has passed  
the second reading of the Alsace-  
Lorraine Bill (providing for the self-  
government of those provinces), after  
a compromise.

PRINCE OF WALES AND THE  
GERMAN MANOEUVRES.

LONDON, May 25th.

The "Berliner Post" states that  
it is expected that the Prince of  
Wales will attend the Imperial  
manoeuvres in the Autumn.

## THE FRENCH PREMIER.

LONDON, May 25th.

Years are no longer entertained  
that complications will arise out of  
the injuries sustained by M. Monis  
by the fall of an airship upon him at  
Paris a few days ago.

## THE RELIEF OF FEZ.

LONDON, May 25th.

Great satisfaction has been caused  
by the news of the relief of Fez.  
It is considered that all that now  
remains to be done is to place sufficient  
military financial resources at the  
disposal of the Sultan, while rigorously  
repressing abuses and tyrannous  
exactions.

## GERMAN-JAPANESE TREATY.

LONDON, May 25th.

A Berlin telegram states that the  
Reichstag has read a first time the  
provisional Commercial Arrangement  
with Japan and referred the measure  
to Committee.

[FROM THE MANILA "CABLENEWS."]

STANDARD OIL CO. AND THE  
RECENT DECISION.

Washington, May 20th.

J. P. Morgan has expressed himself in  
public interviews as satisfied with the  
recent decision of the United States  
Supreme Court which orders the dissolution  
of the Standard Oil Company. He states  
that the Company will at once comply with  
the law and reorganize in a manner not  
contrary to the provisions of the Sherman  
anti-trust act.

Lawyers and jurists all over the country  
are awaiting with great interest the  
announcement of the reorganization plans  
of the Company, as it is expected they  
will be a masterpiece of corporate legal  
genius.

## A CURE FOR LEPROSY.

Major Rost in Bangkok and Capt. in Williams  
in Basrah and Bombay have obtained  
cultures of an organism separated from  
the nodules of leprosy. Lieut. Colonel  
Bannerman, I.M.S., Director of the Parasitology  
Laboratory, says he is of opinion that  
the organisms found by Rost and Williams are  
probably identical. He adds that these discover-  
ies give ground for seriously considering anew  
the whole question of leprosy, and "it seems to  
me that there is now a considerable amount  
of weight to be attached to the view that  
leprosy is very probably after all a strepto-  
trophic disease." From these cultures  
vaccines have been obtained. Major Rost says  
that of the ten cases in which treatment with  
his vaccine has been adopted two have recovered,  
two have so much improved that apparently the  
remnants of the disease are very slight, and the  
remaining six have all improved in a remarkable  
manner. Colonel Bannerman declares that the  
results from vaccine prepared by Captain Wil-  
liams are "most encouraging," and tend to  
confirm Major Rost's work. But Captain Wil-  
liams, in the true spirit of scientific inquiry,  
makes no extravagant claims for his work.  
He says that "in a subject like leprosy it is  
from every point of view necessary to go slowly,  
and not to make definite claims until they can  
be proved up to the hilt. I am well aware  
that our present work does not reach this  
standard of proof, however, that the results  
obtained at this juncture in the hope that others  
interested in leprosy may be induced to attack  
the subject along the same lines." That is a  
conservative estimate of work of remarkable  
promise in a disease that has hitherto baffled  
scientific investigation. But we shall do well  
to accept it, says the *Times* of India, and not  
to go proclaiming to the world that a cure for  
leprosy has been discovered before even its  
authors assert this merit for it.

## SUPREME COURT.

Thursday, May 25th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR  
FRANCIS PIGGOTT).

## A TRADE MARK APPLICATION.

The case of *Moritz Sm. Esche*, merchants, of  
Germany v. *W. R. Loxley & Co.*, was men-  
tioned. The Hon. Mr. H. E. Pollock, K.C.,  
instructed by Mr. C. D. Wilkinson, stated that  
this was a notice of motion made *ex parte*. His  
Lordship would see that the plaintiffs were  
asking for an order that the register of  
Trade Marks be rectified by the re-  
moval of the trade mark consisting of a  
register by the defendants in class 38, and  
that reference be made to the Registrar as to  
damages or as to an account of profits. Mr.  
Pollock explained that the writ had been served  
and the motion must be made *ex parte* in the  
first instance.

His Lordship—What is the next procedure?  
Mr. Pollock—That is rather difficult. We  
should have to get some proof. We propose to  
get an affidavit from somebody who can speak  
to the facts and will send out a proper certificate  
of the fact that the trade mark has been re-  
gistered in Germany.

His Lordship—I think the proper procedure  
would be to treat this as if it were an ordinary  
application and give notice. Then you can  
apply for an adjournment. It involves a little  
more cost.

Mr. Pollock—Your Lordship can always  
adjourn for a time.

His Lordship—I should be adjourning this  
matter. I have nothing to adjourn. I grant  
you this application.

Mr. Pollock—We ask for an order that the  
register may be rectified. We are in a position  
to do nothing more than submit the affidavit  
evidence of Mr. Wilkinson, which is that certain  
documents have been laid before him.

His Lordship—There must be an adjourn-  
ment, but I am puzzled to know what adjourn-  
ment. I don't know why the application should  
be made *ex parte*.

Mr. Pollock—Not do I.

His Lordship—I can't adjourn something to  
which both parties are not parties.

Mr. Pollock—We are not asking for an order  
against them.

It was agreed that the notice of motion be  
served on defendants and that it be made  
returnable for 14th August.

## THE CHANGING EAST.

The *Daily Mail* had the following comment

based on the recent rising at Canton—

While the Japanese eagerly adopt Western  
customs and Western manners, often both in  
good things and in evil, out Europeanising  
Europe, and while the Indian reads *Harvard  
Spencer* and yearns for a democratic govern-  
ment for which his country is obviously quite  
unfitted, the Chinaman still largely remains  
unchanged, content with his own ancient  
civilisation, and suspicious of the suspicion of  
a proud aristocrat, of new-fangled Occidental  
notions. The role in Canton are the  
consequence of this suspicion. The  
Viceroy was too zealous a reformer.  
He forced the pace for people only desirous to  
stand still, and hence the rioting and the arson.  
Of course the rioting will be suppressed, of course  
the leaders will be punished, and of course,  
though possibly more cautiously, the reforming  
will proceed. The shrinkage of the world has  
forced uniformity. China must follow Japan,  
and its people must abandon the ancient man-  
ners and follow the most modern teachings of  
hygiene, sanitation, education, and so on. This  
is it, written. Whether with it all the sum  
total of happiness of the insupportable inhabitants  
of the Celestial Empire will increase by one per  
cent, is quite another question. We may re-  
cognise that change is inevitable, and still we  
may not altogether fall in sympathy for the  
men who dread change.

Fundamentally there is something splendid  
in the European determination to teach the  
peoples of the earth all he himself has learned,  
and to force them to use their powers in the  
most effective way; for there is no law of the  
universes guaranteeing world sovereignty to the  
Caucasian, and when China adds to its great  
qualities of mind and its grim tenacity of  
character the full complement of Western  
knowledge, who can say what will happen? We  
have no desire to conjure up visions of a possible  
Armageddon, but we do not regard the awaken-  
ing of the great-great-great East as an event  
likely to pass unnoticed. Such events as these  
in Canton are the spasmodic jerks of the sleeper  
as he is gradually stirred into life. That is  
their significance. China awake, China organ-  
ised, will be a potent compared to the rise  
of the new Japan was a thing of small  
account.

## RUBBER OUTLOOK IN BORNEO.

Sir William Hood Treacher presided last  
month at the London Chamber of Commerce  
over the first ordinary general meeting of the  
Kumam Rubber Company (Limited).

The Chairman moved the adoption of the  
report, and said that the company had in Para  
rubber 71 acres planted with 135,356 trees,  
and 324 acres planted with cocoanuts. There  
were 266 acres more already cleared and ready for  
planting, and 450 acres were now being  
felled. The trees should be producing  
rubber some time before the month of Octo-  
ber, 1915, which was the date upon which the  
Chartered Company's 5 per cent. guarantee ex-  
pired. They had purchased a further 12 acres  
of land for the purpose of erecting buildings  
thereon, and that brought up the total acreage  
that they possessed to 5,012 acres. The policy  
of the board for 1911 was to keep up the plant-  
ed area to 1,500 acres. The prospects were in  
every way encouraging, and they had so far  
done very well, despite the fact that they had  
been severely handicapped by the unpropitious  
early bad weather during the year 1910. The  
health of both the native and European staff  
continued good.

Mr. Gilbert F. Trall seconded the resolution,  
which was unanimously agreed to after a brief  
discussion, to which the Chairman replied.

## CORRESPONDENCE.

THE CONDENSED MILK QUESTION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, 25th May, 1911.

SIR,—Permitting me, since I last wrote  
on this matter, been given by His Excellency  
the Governor-for-Council to appear, on behalf  
of those for whom I sat, before the Legislative  
Council, on the consideration of the Bill, it is  
unnecessary (in fact, I think it would be in-  
correct) for me to continue the correspondence.  
I shall, therefore, in this my final letter  
refrain from dealing further with the  
points which have any strong bearing on the  
subject, but will content myself with a  
brief reference to the red-herring which Messrs.  
Bradley & Co. have drawn across the path of  
the controversy. In their letter published to-  
day in the *Hongkong Daily Press* they say that  
my "implied comparison of the daily earnings  
of Chinese with the price of a tin of milk is  
corroborated, because it is not necessary for a  
Chinaman to buy a tin of milk every day of his  
life." It is somewhat humiliating to me to  
think it possible that anyone should imagine me  
to be so utterly devoid of common-sense as to  
suggest that a Chinaman might daily spend  
even so much as 15 cents, if his earnings be not  
more than 50 cents a day, upon one small  
article of diet, such as a tin of condensed  
skimmed milk. The income of a Chinese work-  
man is not computed by the year, nor even, as  
rule, by the month, but by the day; and where  
his total earnings in a week amount to no more  
than \$3, or in a month to \$13, it is of the utmost  
importance to him, having a family to house and  
provide for, that he should save a few cents  
where he can. A Chinaman well knows the  
difference between 25 cents and \$1, and he equally  
well knows the difference between 15 and 25  
cents. This was my contention, and not that  
which Messrs. Bradley & Co. would make it out  
to be.—Yours faithfully,

C. D. WILKINSON.

THE OBSERVANCE OF BANK  
HOLIDAYS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, May 25th, 1911.

DEAR SIR,—I shall deem it a favor if you  
will kindly allow me to encroach on a little  
space in your valuable paper to impress on  
employers the injustice of keeping em-  
ployees in office on Government and bank  
holidays.

It is a remarkable coincidence, *proprio* the  
proverb "Misfortune never comes singly," that  
the unfortunate employees referred to are gen-  
erally the worst paid in the Colony.

We look to our legislators to ameliorate this  
evil, and failing action on their part, it is high  
time that labourers' union were established in  
this Colony, as in Manila, for the protection of  
employees against abuses of employers.—En-  
closing my card, I am, dear sir, yours faithfully,  
AN UNFORTUNATE.

COCOANUT GROWING IN THE  
PHILIPPINES.

The Bureau of Insular Affairs has issued a  
very interesting monograph on Coconut Grow-  
ing in the Philippine Islands, which is the work  
of the Honorable Dean C. Worcester. It is  
perhaps the most exhaustive study which has  
ever been made of the cost of production and  
profits in the making of copra. It is the result  
of fifteen years of observation in the Philippines,  
and the writer has reached the conclusion that no  
branch of agriculture there offers such certainty  
of steady and assured return from comparatively  
small investment as does the growing of coconuts.  
While soil and climatic conditions in many parts  
of the Philippines are ideal for coconut produc-  
tion, the agricultural methods of the natives have  
violated every known rule. The Philippine cannot  
rid himself of the idea that the more seed he sows  
the greater will be his harvest, and this theory,  
when applied to coconuts, results in the produc-  
tion of tall, spindling trees, producing half the  
number of leaves they ought to have, and bearing  
nuts sparingly, if at all. Mr. Worcester  
regards a reasonably conservative estimate of  
the profits from a coconut oil plant with a  
capacity of 1,000 pounds a day, run-  
ning at its full capacity 300 days in the year,  
to be approximately \$120,000. It would  
take the copra from eleven 2,500 acre planta-  
tions to keep such a mill running, but the esti-  
mate is based on the purchase of copra into the  
open market. Thus a mill might at any time  
be established at Manila or some other port of  
entry, and be operated at a profit prior to the  
time when the plantations become productive.  
The advantage of this is obvious when it is  
remembered that there is a material loss of the  
oil in copra during its shipment from the  
Philippine Islands to the United States, or to  
European ports, this loss being due in large  
measure to the fact that the mold which grows  
on copra thus shipped decomposes the oil.

## RACECOURSE FOR LONDON.

INGENUOUS CONTRIVANCE AT EARL'S COURT.

Two minutes after the Derby is run at Epsom  
on May 3rd the race will be repeated at Earl's  
Court Exhibition on the wonderful mechanical  
racecourse which is being constructed there.

This miniature Sandown Park, with its nine  
mechanically operated horses, starting gate,  
and realistic environment, will be the rage of  
London during the summer, for not only will  
every important race be duplicated the moment  
after it is run, but amateur jockeys of both sexes  
will be able to enjoy all the fervid excitement  
of riding a winner without any of the attendant  
risks. The Earl's Court Sandown Park will be  
by the side of the water-chute. The racecourse—  
one hundred yards long—is a slightly declin-  
ing plane.

When the starting gate is raised the horses  
start down an incline which will give momen-  
tum. Then the equestrian ability of the riders  
will be brought into play by a very ingenious  
rocking motion which almost perfectly simulates  
the action of a racehorse. The most vigorous  
rider will win the race. The racecourse is sure  
to be one of the most popular features of the  
Exhibition, for there is a more sporting element  
about it than is usually attached to the average  
side-show.



## LATE TELEGRAPHIC NEWS.

**MANCHESTER COTTON SPINNERS' COMPANY.**  
London, May 26th.  
The Cotton Spinners' Company has decided to issue new shares of about \$900,000 to its shareholders for acquiring cotton lands in the Mississippi Delta.

**BARNSTAPLE BYE-ELECTION.**  
The result of the Barnstaple bye-election is as follows:  
Sir Godfrey Baring (Liberal) 6,239  
Mr. Parker (Unionist) 5,751

**INTERNATIONAL YACHT ATHLETIC MEET.**  
London, May 26th.  
An athletic meeting of Harvard and Yale and Oxford and Cambridge Universities has been fixed at Queen's Club in July.

**WORLD'S RAW COTTON SHORTAGE.**  
Barcelona, May 26th.  
Sir C. J. Macara, addressing the International Cotton Congress, regretted that the report on the cotton trade throughout the world was still very unsatisfactory. No knowledge of industry, he said, can save us from disaster if things go on as they are. He added that determined efforts were still being made to increase the supply of the raw material.

**LORD LANSDOWNE'S REFORM BILL.**  
London, May 26th.  
The House of Lords was crowded when Lord Lansdowne, in a speech lasting an hour and a half, introduced his Bill for the reform of the House of Lords.

He said the amendment of the constitution of the House of Lords should proceed *pari passu* with reform in the relationship of the two Houses. The Opposition desired a Second Chamber commanding the confidence of the country by its authority, experience, and ability and above all by its independence, and which could be trusted to use its powers fairly towards both parties.

Lord Lansdowne proposed that the new Chamber should be composed, firstly, of a hundred Peers elected by their peers from Peers who had been or were holders of high office, army officers, former members of the House of Commons, Lord Mayors and Lord Protectors; secondly, 120 persons elected by electoral colleges composed of members of [Members of the House of Commons], according to a territorial distribution to be established by Commissioners; thirdly, a hundred appointed by the Crown on the recommendation of Ministers, in the same manner as the Select Committees of the House of Commons are at present appointed.

All these classes would be Lords of Parliament and would sit for twelve years, but one-fourth of each class would retire every three years by ballot, though they would be eligible for re-appointment. Peers of the Royal blood would retain their seats. The two Archbishops would remain. Five Bishops would be elected, and also sixteen legal Lords.

Any Peer not a Lord of Parliament would be eligible for election to the House of Commons. Lord Morley, replying for the Government, declared that Lord Lansdowne's scheme retained in effect the supremacy of the Lords. The proposals were inadequate and illusory, and the Government could give no approval to any of them.

London, May 26th.  
Lord Lansdowne's Bill may or may not prove a possible supplement to the Parliament Bill, but cannot be a substitute, or an alternative thereof.

Lord Lansdowne's Bill limits the power of the Crown to appoint hereditary Peers to five annually.

Later.  
Lord Lansdowne's statement was received without sign of enthusiasm by the Lords on his own side of the House.

The Conservative papers generally recognise the Bill as a courageous attempt to solve a difficult problem. The *Morning Post* is avowedly hostile.

The Liberal papers denounce the proposals as utterly futile.

London, May 11th.  
Mr. Balfour, speaking at a Primrose League Demonstration at Albert Hall, declared that the Second Chamber must be able to carry out great duties that the Liberal majority might be responsible given by the Vote Bill. He heartily supported Lord Lansdowne's Bill and thought it went as far as possible or desirable.

**THE AUSTRALIAN ANTARCTIC EXPEDITION.**  
London, May 9th.  
Towards Dr. Mawson's Antarctic expedition \$5,000 has already been subscribed.

**YORKSHIRE WOOLLEN TRADE.**  
London, May 9th.

A serious strike is threatening in the Yorkshire woollen trade affecting 20,000 woollen and worsted workers. A mass meeting has been summoned for the 15th instant to consider the question of a strike or arbitration.

The workers demand a 15 per cent. increase in wages, and fifty-five hours a week.

**UNITED STATES LEGISLATION.**  
Washington, May 9th.

The House of Representatives has passed the Farmers' Free List Bill without amendment by 230 yeas to 109.

**A MILITARY APPOINTMENT CRITICIZED.**  
London, May 10th.

Colonel Morgan has been appointed acting advisor to the War Office.

In reply to questions in the House of Commons to-day regarding the appointment, it was stated that this officer was obliged to retire from the Army in consequence of his conduct in connection with the South African war. It was further said that he was a very able officer and could do the work better than anybody.

**SIR E. GORST'S ANNUAL REPORT ON EGYPT.**  
London, May 11th.

Sir Eldon Gorst's report on Egypt has been issued. It says that with the opportunities of self-government the Legislative Council and the General Assembly have become more instruments in the Nationalist agitation. Egyptians must be made to understand that the Government will not be hurried into going further or faster in the direction of self-government than it considers to be in the interests of the whole Egyptian people. The organizers of the Gopio agitation are a small clique of wealthy landowners. The Gopis have no real grievances.

**TWO MORE AVIATION CASUALTIES.**  
Berlin, May 11th.

The aviator Bokenmüller, while flying in a fog at Johannisthal, struck a building and was killed.

San Antonio, Texas, May 11th.  
Lieutenant Kelly, flying at a fête, fell and fractured his skull.

**THE DECLARATION OF LONDON.**  
Adelaide, May 12th.

The Inter-State Congress of Australian Chambers of Commerce has passed a resolution that the Declaration of London should be discussed at the Imperial Conference, and hoping that British statesmanship and diplomacy will succeed in modifying it, so as to render it generally acceptable.

AWAKENING CHINA.  
MODERNISED CITIES.

## FOREIGN GOODS IN DEMAND.

An interesting report has been sent home by the United States Consul at Amoy from which we extract the following—

When the traveller to West China steps off the train at Taiyuanfu, the capital of Shansi Province, he is bound to be impressed by the modern improvements which characterize that city. It is a city of about 60,000 inhabitants, has broad, well-paved streets lined on both sides with large, well-constructed cement drains. Electric lights, telephones, modern school and college buildings, foreign goods shops, 1,000 uniformed police, and a uniformed street sweeping brigade are some of the features which give to Taiyuanfu the appearance of a modern city. Even the schoolgirls and native women are imbibing the spirit of Western civilization, as evidenced by the marketing of schoolgirls in public parades and the greater freedom with which women now go about shopping and visiting.

The Chinese population in Taiyuanfu look with favour upon things foreign, and exhibit much interest in Western science and learning. The foreign goods shops carry condensed milk, cigarettes, kerosene, patent medicines, a great variety of cheap foreign notions, including cheap gramophones, toilet articles, pocket knives, etc., and cheap hardware. One has only to go south a few miles out of Taiyuanfu to find himself in medieval civilisation. Taiyuanfu is at the terminus of the railway which connects it with the Pe-Han line, and while Western ideas are given a cordial welcome in the capital city, the rest of Shansi is apparently as far removed from Western influences as could be possible. Shansi has a population of about 500,000. Its principal business street is several miles long, and lined throughout its entire length with shops. The few so-called foreign goods shops carry condensed milk, kerosene lamps, cigarettes, cheap cutlery, toilet articles, and toilet soaps, cheap notions, and some foreign cotton goods.

**FAST POPULATION ON A FERTILE PLAIN.**  
The Chengtu plain, which is 90 miles in length by 45 miles in width, is a veritable garden spot. It has a system of irrigation said to be 2,000 years old, and one which appears to be perfect in meeting the requirements of the 4,000,000 who live on this plain. Besides Chengtu, there are on this plain other large, wealthy cities. Szechuan is the largest and richest of the 18 provinces. The purchasing power of its large population is high, and it should offer a wonderful field for foreign commerce so soon as the Hankow-Szechuan railway, now building, takes its work. The Szechuan cities on the Yangtze are prosperous and all have their foreign goods shops. Of these cities Chungking is the largest and most important. Being a treaty port, it has come into closer contact with the outside world than have any other of the Szechuan trade centres.

On the whole, the amount of foreign goods consumed by the millions of West China is small, infinitesimally small, as compared with the size of the population. Until the means of transportation are improved, it is until this section of the Empire is brought into touch with the outside world—but little improvement may be expected in foreign trade opportunities in West China. However, railways leading to important points in West China are now under construction, so that it may not be many years before this vast area of rich country will be able to find profitable markets for its varied products, thus creating for itself credit in other parts of the Empire, and be in a position to buy foreign machinery and such other foreign goods as will be necessary to its demands. In Chengtu, the capital of Szechuan, and possibly in Sianfu, the capital of Shansi, important public works may be inaugurated during the next five or ten years. These cities will undoubtedly soon be installing electric lighting plants and purchasing machinery for industrial factories of various descriptions.

## PRINCE OF WALES AND THE M.C.C.

It is understood that the Prince of Wales shortly is to become a full member of the M.C.C.—a playing member, and not an honorary one, thus being entitled to wear the well-known crimson and gold blazer and ribbon. Both the Hereditary and Prince Albert are keen lovers of the national game, and when opportunity serves they will be present in the summer at matches at both Lord's and the Oval, the latter historic ground being, of course, upon the former's property, as Duke of Cornwall, at Kensington. Each plays with a little skill, but Prince Albert shows as distinctly more promise at cricket as his elder brother does at golf. The younger Prince is a bowler of considerable merit, and one of his proudest possessions is the ball, now mounted in silver, with which, upon a famous occasion, he performed the "hat trick," dismissing the present King, Prince Arthur of Connaught, and the Prince of Wales with successive deliveries, the game being played in the grounds of Windsor Castle, with King Edward as an interested spectator. His present Majesty has never shown much aptitude for the game, though he played it upon occasion in his younger years.

## THE JEWS IN ENGLAND.

Mr. Maurice Miller contributes an interesting account to the *Sunday at Home* of the Jews in the British Isles—that is, about 0.5 per cent. of the population, or one in every 200 persons. In France the Jews number one in 400 persons, in Germany one in 100, in the United States 24 per cent. (about one in forty-two), in Russia one in every twenty-five. One hundred and fifty thousand Jews are found in London alone. But London has in proportion fewer Jews than Paris or Berlin. The immigrant Jew chooses Stoney because he finds himself there amongst his own fellow-countrymen. The outstanding features of the alien Jews are temperance and peaceableness and love of home. The Jews in England are English patriots, proud when mention is made of England's liberty, glory, and traditions. In the Boer War the number of Jewish volunteers was so large that it excited public comment. There are 1,450 Jews in the Navy, Army Reserve, Territorials, and Colonial Forces. This gives a proportion of one Jew in the forces to each 160 Jews of all ages. The Jews are profoundly religious. Jewish men attend services much more frequently than women. The Jews are divided into three religious sects—Orthodox, Reform, and Liberal. The Reform Jews permit men and women to sit together, and use English for portions of the service. The Liberal Jews do the same, but make larger use of English; their most revolutionary innovation is that of holding their services on Saturday afternoon instead of morning. Anglicised Jews generally show less religious enthusiasm than the more recently settled immigrants. There is no criminal class among the Jews. The Jews received at prisons numbered 456 in 1909, and one-half of these were cases in which imprisonment was suffered in default of payment of fines.

## OPPORTUNITIES FOR TRADERS.

## SEE AN ENTERPRISE.

The Hankow correspondent of the *Financial News* has written on the progress of China. In the course of his letter he says—

During the last two years the writer has twice crossed the Chinese Empire and covered much ground in the interior provinces, where the cult of things foreign is just beginning to be noticed, and he says without hesitancy that not one-thousandth part of the trade that may subsequently be done with China is being done now, great as some of the statistics are. The buying of foreign things from the finest and commonest penny articles (for which cheap trade Japan holds easily the palm) to the costliest factory and mining plants, has only just begun, and, if peace prevails and nothing unforeseen happens in the country to stop the reform clock, one may expect that the next two decades will record in China—not only in one or two provinces, but throughout the Empire—a development of foreign trade which has never been recorded, not even by Japan during her active movement in her trade area. This is a broad statement. One goes to one part of China and finds the natives already imbued with a spirit for everything foreign; a fortnight's journey will take you into an area where the gentry and literati are doing all they can to stem the tide of the foreign machine. But the manifold factors of the industrial movement in China, and of the development which China is undergoing, are co-operating to give great stimulus to her trade. Whilst in out-of-the-way areas we still find the representatives of the Old China setting their face with a remarkable persistence against the innovation which is bound to come, we find that the methods of earning and spending which the West, through its merchants, is teaching the astonished Chinese in many places are appealing to widespread wider circles of this supposedly-conservative people. European fashion and luxury have crept into new wants, and bring rich profits to the dealer; while the products of China, many of them unique, afford hitherto unheard-of means of swelling the export trade. Go any day over the mountains in Szechuan, in far away Kansu, in the Middle Yangtze provinces, and you meet hundreds of pack-horses carrying hides and horns, gall-nuts, pigs, bristles, woodtar, and much else, then go into the great foreign houses on the Lower Yangtze at Hankow, for instance, and you realise how the export trade of China is developing.

When once the Szechuan Railway, which is proceeding most satisfactorily at the present moment, is completed, trading centres will spring up on the railway route between Ichang and Chienchi, the capital of Szechuan—a country which offers unlimited scope for profitable merchants. It is an interesting proposition to discuss who is capturing the increasing trade of China, and how it is to be got. In the Yangtze Valley it must be admitted that the German holds sway, he seems to have a greater knowledge of the world market, and far away in the interior I have met Germans who have been sent on long journeys for no other purpose than to keep their eyes open and to report on the probabilities of trade in various areas. The British or American commercial traveller in isolated corners of China is a great exception, however. It is this so-called spirit which has enabled the Germans to capture much of the trade which the British formerly held. I have seen in many places in China many wayside wrecks of merchandise which have come from British exporters packed no better than if it was to be delivered on the sea-coast. The German scores because he packs better than the British, and he understands better the great strain which pack-horses transmit naturally in transit.

The German is more experimental—he risks more than the British when he thinks he can see a lucrative trade awaiting him—and he is more far-seeing. Americans, more so than Britishers, may be, are waiting for "big" things, and they wait while the German moves about and picks up the smaller but less profitable lines. I have seen in Yunnan and in Szechuan mining plants of modern make, with all accessories and general equipment, but I do not remember having seen any which were British. All were German. I met a man once, in an interior city, who had taken an order for a mining plant running into something like £5,000 sterling. He knew nothing about mining machinery; he was a traveller in guns; but he got the order because he was the man on the spot and because his firm went to the expense of sending him through the Empire to east their bread upon the waters.

## WHERE ROMANCE LINGERS.

LOVE AND WAR—STILL GO HAND IN HAND IN MEXICO.

If Cervantes smiled Spain's chivalry away he failed to carry his influence into Mexico. That country has always been a land of romance. The people there have clung to the habits which grew out of their old Spanish ancestry and their climatic environment. They still have their midday siesta, their feast days and holidays, and spend their money freely and dress poorly. The present insurrection is full of episodes that would happen probably in no other part of the world. Out of them the imagination of a Hugo, a Dumas or a Scott might build many a romance of love and adventure. For in Mexico love and fighting still go together; as they used to do in the days of medieval knight-errantry.

A striking and at the same time somewhat pathetic illustration of this was the long journey over the desert to the town of Juarez undertaken by a number of women, wives, mothers and sweethearts of the soldiers at the front. Accompanied by children, dogs, cats and goats, they travelled more than two hundred miles to be near the soldier boys, for whom Mexican women feel so romantic an attachment. The women had been left behind in Chihuahua when two battalions of Mexican infantry were sent to the border. Impatient at the absence of their loved ones, they got a pushcart, loaded it with such necessary articles as it would hold, and propelled it over the dreary wastes and around the burned bridges, taking their turn in squads at pushing the cart.

The journey occupied two weeks, food being obtained at the settlements which lay along the route. Each of these women might make a heroine of romance, for they knew neither fear nor fatigue where love was concerned. But the romance of the Mexican insurrection has not been confined to the women. A few days ago General Cuellar, chief of staff to President Diaz, who defeated Francisco Madero's army at Casas Grandes, but lost an arm in the engagement, telephoned his condolences to Madero on the death of the insurgent leader's father. It is said, too, that Madero's son sent a message of regret to Cuellar on the latter's loss of his arm. The two had once been schoolfellows together. All this is very picturesque and romantic. But the present is practical age, and impulse and emotion need strong hand for guidance.—*San Francisco Chronicle.*

## THE CHINA-BURMA FRONTIER.

## THE KUNLUN FERRY.

The various events which are directing attention to the fact that for more than three quarters of its way the boundary line between the Chinese Empire and India has not been defined may, later on, says the *Calcutta Englishman*, throw into very prominent relief the other fact that, whereas on the Pathan frontier we have a very complete system of commercial and strategic railways, on the other side our railway policy has been weak and halting. After all these years Burma still remains unconnected by rail with India, and though in Assam we have pushed the Assam-Bengal line to the very limits of British India, that often projected connecting link between Margherita and Myittha still lies in the air. The result is that the Assam-Bengal Railway is one of the most expensive to work as it does not obtain the traffic that would follow connection with Burma. But it is with regard to the Burma Railways that there is most for criticism. Whatever may have been Lord Elgin's shortcomings in other directions, we have had no Viceroy who has shown a better appreciation of the commercial, social, and strategic value of what is termed "railway power." All the railway workers in India, and when Lord Elgin left India all the most difficult part of the work had been done. The rail-head had touched Lashio, whence the remaining 75 miles to the Kunlun Ferry was plain sailing. It happened that when Lord Curzon arrived in India, Mr. Paul Doumer, the Governor of Indo-China, alarmed by the prospect of the Burma Railway deflecting some of the traffic from Yunnan which found an outlet at Saigon, conceived the ambitious project of building a French Railway with all back from Saigon into the heart of Yunnan. People at once became interested and conceived that there would be a kind of race as to which line should first reach Lashio, for it was believed that in the face of the French challenge it was the duty of the British Government to also obtain a concession in China itself and push on across the Salween.

Judge, then, of the astonishment of everyone when Lord Curzon stopped all further work on the extension from Mandalay. The railway was hung up at Lashio, the most difficult and expensive part of the work had been done. The excuse Lord Curzon made was that traffic at Kunlun Ferry did not warrant the extension of the line, adding that if any line were to be made to the Chinese frontier it must go through Blamou. In any case the Government of India could not waste any money at that time on unremunerative lines. The fact is that Lord Curzon's imagination had been caught by the proposal of a French line to Afghanistan, and he would not study the railway situation in Burma. Even while he stopped work on the Burma railways he was building the Quetta-Nushki line into Persia. However, whatever may have been the situation on the Burma frontier in Lord Curzon's time, important developments have since arisen. China has initiated an aggressive policy against the frontier tribes and is laying claim to territory on the Chinese side of the Salween. On the Assam frontier she is said to have established a post at Rima and on the Burmese frontier at Pienma. The question of the ownership of Yima, important as it is, may be left for the moment, but China evidently intends to press her claims to Pienma. Had the railway to Kunlun been complete the question as to whether the Salween was or was not the boundary of British India would not have arisen. Two recent appointments, announced by Reuters, show that China's aggressive policy against the border tribes is to be continued. Chao Bih Feng, the Anban at Lashio, who has brought all Tibet under Chinese control, is now being moved to Szechuan to deal with the tribes there, and a new appointment, that of Frontier Minister of Yunnan and Szechuan, has been created. Yunnan and Szechuan are the two provinces that impinge on Burma and Assam, and a Frontier Minister could have no other business except that of dealing directly with the Lolo, Moxos, and other tribes who have hitherto defied the Chinese authority. But such dealing will bring China up against tribes under our influence, and it will then, perhaps, strike the Government of India how useful it would have been had that extension to Kunlun been completed.

## THE OPIUM TRAFFIC.

## THE CHINESE MINISTER AND SUPPRESSION.

The annual meeting of the Society for the suppression of the Opium Traffic was held last night at the Carlton Hall, Westminster. The chair was taken by Sir Matthew Dowdworth (president).

The Chinese Minister, in reply to a resolution congratulating the Chinese Government and people on their struggle against the "national vice," said that he felt it his duty to say, in the sincerest way, that everything China had done would not have been carried through had it not been for the society. Without the society's support, the people of China would never have known that they had at their back the public opinion of England. Success in the movement for the suppression of the traffic had come very near, and on behalf of his Government he thanked the society for what they had done in the matter.

Dr. Yamei Kiu (Tientsin), the first Chinese lady to obtain a medical diploma, and head of the Women's Medical Department of the Chinese Government in North China, also spoke.

In presenting the report of the society for the past year, Mr. Joseph Alexander, the honorary secretary, gave a satisfactory account of the working of the organization, and discussed the forthcoming International Opium Conference at The Hague, said that the Agreement between Great Britain and China, now nearly completed, would make it of the utmost importance to provide by International convention that no other country should take the place of India in the production of opium. This Executive Committee of the society were thankful that Great Britain would be able to enter the Conference with clean hands as regarded the great nation which had suffered most from the traffic in the poisonous drug.

A resolution was adopted urging the Government (a) to appoint delegates to The Hague Conference who are thoroughly in sympathy with the objects in view, and who shall be furnished with instructions definitely to promote the restriction of opium, its derivatives, and other similar poisonous drugs to their legitimate medical use alone; (b) to take measures for suppressing these restrictions within the British Possessions and Protectorates in the East (c) and to discard the practice of raising revenue from opium as a dangerous expedient and one unworthy of the British and Christian names.

## RUBBER COMPANIES.

The report of the Consolidated Malay Rubber Estates for the year 1910 states that the net profit amounts to £75,166, making with the balance brought forward, less the commission payable to directors, £78,413. The directors recommend a final dividend of 50 per cent., tax being placed at £3,000 to general reserve account, leaving £3,000 off the commission account, and £2,000 off buildings and machinery, carrying forward £6,406. The rubber realized the net amount of £105,928, an average of 6s. 2.45d. per lb., after deducting all charges. The estates are said to be in good order and condition, and the manager reports that as regards weeding they are clean and up to date. The expenditure upon weeding has been heavy this year, owing to the clearing up of fields under pestion disease. The old area is reported as being quite free from disease, the younger clearings have a certain amount of Fomes Semitostus, but they are having prompt attention. As regards labour the directors state that this still gives considerable anxiety, and in common with all other employers, they have had to increase the rate of wages, and as time goes on they expect that the rate of pay will be still higher. A detailed survey has now been made of the Atherton-Leigh division, and it is found that there is some discrepancy between the acreage under rubber and the figures hitherto published. The acreage now planted with rubber is 2,262 acres, representing in the balance-sheet, with buildings and machinery, after deducting what it is proposed to write off this year, and adding the purchase price of the newly-acquired properties, £165,533, or slightly under £50 per acre. At the extraordinary general meeting, which is convened to follow the general meeting, the shareholders will be asked to consent to the balance of the unissued capital—namely, 12,993 £1 shares—being divided into 129,930 shares of 2s. each. This course is necessary to enable the directors to complete the purchase of the Tullioh and Constantia Estates, which are to be paid for by 8.9.0 fully-paid 2s. shares.

The Port Dickson-Lukat (F.M.S.) Rubber Estates (Limited) has a capital of £200,000 in shares of 2s. each, of which £101,000 will be issued in part payment of the purchase price of the several properties to be acquired, credited as fully paid; 700,000 are now offered for subscription, and the balance of £25,000 are reserved for future issues. Of the above issue of 250,000 shares will be reserved for allotment to the shareholders of the Linggi Plantations (Limited), the shareholders of the Port Dickson Rubber Company (Limited), and the owner of the Bratterson estate, and, if applied for, will be allotted in full. A further 220,000 shares have been applied for, and will be allotted in full. The company acquires certain rubber plantations of a total area of about 3,665 acres. The purchase price amounts to £106,500, which will be satisfied in fully-paid shares, with the exception of £5,000 in cash as part payment for the St. Leonard's Estate. The working capital provided by the present issue is £65,000, and after deducting preliminary expenses, brokerage, &c., the balance, together with capital in reserve (£28,500), is estimated to be ample to bring the cultivated area up to 5,000 acres.

Among other interesting reports issued is that of the Sungai Kapas. For 1910 the output of rubber from the estate is given as amounting, after final weighing, to 224,978 lb., for which an average price of 6s. 9.11d. (gross) per lb. was obtained. The selling expenses, which included marine insurance, discount, brokerage, and remuneration of London agent, amounted to 3.38d. per lb., making the net price 6s. 5.93d. per lb. During the year a large sum (£4206) was spent in clearing and burning dead timber on the company's estates and in other work calculated to prevent damage to the plantation. The estimated crop for the current year is 300,000 lb., of which 70,800 lbs. has been secured during the first three months. Including the balance of £6,333 brought forward from 1909, the balance at the credit of profit and loss account at the close of the year amounted to £61,598. The interim dividend of 25 per cent., less income-tax, paid in October, 1910, absorbed £25,541, leaving a balance of £36,056, which the directors recommended should be divided as follows: In placing to reserve fund (available for development expenditure), £5,000; in payment of a final dividend of 50 per cent., less income-tax, making 55 per cent. for the year, £28,250; leaving to be carried forward £4,806.

## BELGIAN COUNT BROWNED.

## SAD DEATH OF A TRAVELLER AT BHAMO.

Particulars have come to hand, says the *Rangoon Gazette* of May 5, of the accidental drowning at Bhamo a few days ago of Count Emmanuel de Homptinne, the son of Count Joseph de Homptinne of Ghent, Belgium. The deceased, with two friends, Mr. Trassenaar and Mr. Vivario, of Bruges, arranged to take a trip to the Malay States, where they remained until the early part of last month, when they started for Rangoon, arriving here on the 18th ultimo. After a day or two in Rangoon, they started on a tour in Upper Burma, and after visiting several places reached Bhamo. One morning last week they all went down to the river for a bath, and the Count, who was not a very good swimmer, drifted out of shallow water to a deep pool about ten yards from his friend M. Vivario, M. Trassenaar being a considerable distance away. Suddenly he was heard to call out for help and was seen to sink. M. Vivario quickly reached the spot and dived down for him and twice brought him to the surface, managing to keep his head above water for several minutes until the Count, whose strength was failing fast, saw that M. Vivario was also tiring and that neither could hold out very long. He therefore pushed his friend from him, and before M. Vivario could grasp him again he sank for the last time.

M. Vivario was quite exhausted, and would undoubtedly have been drowned too had not some Burmese boatmen in canoes come to his rescue. Both the Count's companions were greatly depressed by the tragic affair, but at once enlisted the services of the boats and the authorities of Bhamo to recover the body. After two days no remains were found floating some distance from the scene of the drowning and buried in Bhamo. The father of the deceased was notified by cable of the death of his son and immediately replied to bring the body home to Belgium. This the medical officer of Bhamo declined to allow, stating that an interval of six months was necessary. The two companions of the dead man returned to Rangoon on Wednesday and made over to the Commissioner of Police the effects of their late companion. The deceased was twenty-nine years old. He was a great traveller, and when he spent years old visited South Africa, where he spent over two and a half years. Last year he spent a considerable time in Java and Sumatra, and had not long been back home when the trip to the Malay States and Burma was arranged.

## INTIMATIONS

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WE Beg to Notify the Public that

We have Just Received a Large

Shipment of SHORT CANDLES,

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to avoid disappointment, as the demand

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[50]

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## WATCHES

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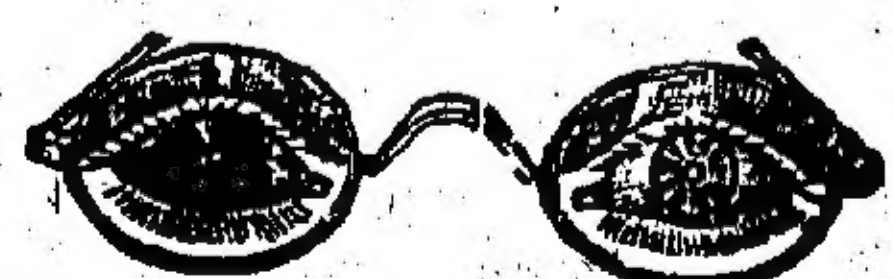
## QUALITY

## MOVEMENTS

Chas. J. Gaupp  
& Co.,

ALEXANDRA BUILDINGS.

[256]



WHY GO TO

N. LAZARUS

FOR YOUR GLASSES?

You will receive Fair Treat-

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A Careful and Intelligent

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 55. Telephone No. 12. Telegraphic Address: Press Codes: A.B.C. 5th B.L. 11th.

## NEW ADVERTISEMENTS

## HONGKONG GYMKHANA CLUB.

THE SECOND GYMKHANA MEETING, postponed from SATURDAY, the 24th instant will be held TO-MORROW (SATURDAY), the 27th instant, commencing at 3.30 p.m.

REGINALD P. C. MASTER, Hon. Secretary and Treasurer. Hongkong, 26th May, 1911. [745]

## A. S. WATSON &amp; CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its reconstitution) will be held at the HONGKONG HOTEL, Hongkong, on FRIDAY, the 2nd day of June, 1911, at 11.30 a.m. for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st December, 1910.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 30th May, to SATURDAY, 3rd June, both days inclusive, during which period no transfer of Shares will be registered. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 26th May, 1911. [746]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex.s.s. "Nyassa" and "Macedon." From Bombay, ex.s.s. "Purana." From Persian Gulf, ex.s.s. B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 31st inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 9 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 25th May, 1911. [1]

## GEO. FENWICK &amp; CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the HONGKONG HOTEL, at 12 Noon, on TUESDAY, the 30th day of May, 1911, when the following Special Resolutions will be submitted:—

1. That GEO. FENWICK & CO., LTD., be wound up voluntarily.

2. That the partners in the Firm of Messrs. PERCY SMITH, SMITH and FLEMING, of Hongkong, be appointed Liquidators, with power for any one of them to exercise any of the powers of such Liquidators.

The above Resolutions if passed will require confirmation at a subsequent Extraordinary General Meeting.

By Order of the Board of Directors, JOHN I. ANDREW, General Manager. Hongkong, 22nd May, 1911. [740]

## MACAO STAMPS!

ABOUT 30 Stamps in use, price about \$5.00. The Stamps may be had with or without the post mark. Cash with order; postage and registration paid by the buyers. L. M. DOS REMEDIOS. Macao, 17th May, 1911. [716]

## BUTTER.

OUR "DAISY" BUTTER is the Finest Quality Table Butter Imported.

We Stock Three Other Brands at Prices to suit all.

## THE

## DAIRY FARM CO., LTD.

[56]

## GRACA &amp; CO.

PRINCE ST. (Hongkong Hotel Building), Dealers in POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.

Just Received a Selection of Postage Stamp Catalogues for 1911. Pictures made of used Stamps, Note Papers and Envelopes with Hongkong Views. Inspection Invited. [544]

## PUBLIC COMPANIES

## THE "STAR" FERRY CO., LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTIETH ANNUAL MEETING of this Company will be held at the Office of Messrs. DONWELL & CO., LTD., Queen's Buildings, TO-MORROW (SATURDAY), 27th inst., at 12.15 p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 30th April, 1911.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, 20th, to SATURDAY, 27th inst., inclusive. W. S. BROWN, Acting Secretary. Hongkong, 16th May, 1911. [743]

## HONGKONG FIRE INSURANCE COMPANY, LTD.

## NOTICE.

NOTICE IS HEREBY GIVEN that Scrip Certificate with respect to 3 Shares numbered 6662/6664 in the above-named Company standing in the name of Mrs. MARIA PEREIRA MARQUES (deceased), of Macao, has been LOST, and should the same Certificate will be issued in favour of the said Mrs. MARIA PEREIRA MARQUES (deceased), and no transaction taking place under the old Scrip Certificate will be recognised by the Company.

JARDINE MATHESON & Co., Ltd., General Managers. Hongkong, 18th May, 1911. [731]

## WANTED

## WANTED.

AN Experienced LADY TEACHER for Young Lady unacquainted with the English language. State terms, number of lessons given per week, hours, etc. Apply to— "118," Care of "Daily Press" Office. Hongkong, 22nd May, 1911. [736]

## EMPLOYMENT WANTED.

A Capable CHINESE with a good working knowledge of English desires employment. Satisfactory references as to character, &c. Apply— A. B. C., Care of "Daily Press" Office. Hongkong, 17th May, 1911. [715]

## NOTICE.

## COMPRADORE REQUIRED.

A European Firm requires a COMPRADORE of good standing for its Canton Branch. Security \$100,000 at the least in Hongkong Property or cash. Apply in writing marked "COMPRADORE" to DEACON, LOOKER & DEACON, 1, Des Voeux Road, Hongkong. [502]

## FOR SALE

## FOR SALE.

RURAL BUILDING LOTS Nos. 53 and 69, containing 72,430 and 18,770 square feet, respectively, and situated at the junction of Barker Road with Magazine Gap. Site prepared ready for building upon. For Particulars, apply to— E. D. KOTWALL, Care of F. P. TALATI, 105 House Street. Hongkong, 15th May, 1911. [708]

## HOTEL FOR SALE.

A Coast Port, as a going concern. For further Particulars apply to "HOTEL," Care of "Daily Press" Office. Hongkong, 5th May, 1911. [671]

## FOR SALE OR TO LET.

"KENLIS" 76A, PEAK; SEVEN ROOMS; Large Verandah; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 35 minutes' walk from Tram, 7 minutes by "Rickshaw." One of the best situations at the Peak, Cool in Summer, Warm in Winter. Apply— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 2nd February, 1911. [270]

## FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply— G. FENWICK & Co., LTD., ENGINEERS &c., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. [111-112]

## ON SALE.

HONGKONG HANDBOOK REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.

Revised by THE MEMBERS. PRICE \$3. DAILY PRESS OFFICE. Hongkong, 21st February, 1911.

## ENTERTAINMENT

## THEATRE ROYAL.

## SPECIAL NOTICE.

## MR. HENRY DALLAS

has the pleasure to announce that

## "THE FOLLIES"

WILL GIVE A

## FINAL PERFORMANCE

## TO-NIGHT (FRIDAY),

MAY 26th.

When NEW SONGS, DUETS and CONCERTED NUMBERS will be introduced.

This will positively be the LAST APPEARANCE in HONGKONG of THE FOLLIES, as they embark on Saturday, May 27th, for India and South Africa.

Plans at MOUTRIE'S. Hongkong, 22nd May, 1911. [737]

## DENTISTRY

## DR. M. H. CHAUN.

DENTAL SURGEON.

33, QUEEN'S ROAD CENTRAL.

1st FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A. Telephone 126. Hongkong, 27th January, 1910. [408]

## SIEN TING

## SURGEON DENTIST.

No. 10, D'AGUILAR STREET

TERMS VERY MODERATE

Consultation Free. Hongkong, 21st September, 1905. [478]

## NOTHING BETTER FOR THE SEASON!

JUST RECEIVED—EX-ENGLISH MAIL. YOU WILL FIND OUR RANGE INCOMPARABLE

FOR QUALITY, STYLE AND PRICES. NEW FASHION STYLE BATHING DRESSES AND CAPS.

White Lace Striped Mullins, Printed Dress Voiles, White Swiss Embroidered Mullins, Robe Mullins, White Embroidered Striped Dress Mullins, White Fancy Shirting, Mouseline Striped Mullins, "The Elite" Striped Dress Mullins, &c., &c.

LATEST STYLES LADIES' STOCKINGS: Plain Finest Mao Lisle Black, Tan, High Spliced and Double Soled. Plain Finest Side Silk Lisle Black, Tan, Lisle. Plain Silk Black Stockings.

Also Boys and Girls, Best Values. HOOSAIN-ALI & Co., No. 14, Queen's Road Central, Hongkong, 1st May, 1911. [38]

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Size.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 55SG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety. Inspection Invited.

WM. SCHMIDT & Co., Hongkong, 26th October, 1906. [608]

## SINGON &amp; Co.

IRON, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Stockholders and Shipchangers. Nos. 35 & 37, Prince Louis Street (2nd St. west of Central Market). Telephone No. 515. [555]

## MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA OCHI, MUYABE, YOSHINOTANI HOJO, KANADA, NAMAZUTA, SAYO, SHINNEW and KAMITAMADA, Collieries.

SOLE AGENTS FOR KISHIOAKE Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KANAGAWA, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes. AI, ABC 5th Ed., Western Union

AGENTS: YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GALLAGHER & Co. MANILA: Messrs. MACDONALD & Co. SINGAPORE: Messrs. BORNES & Co., Ltd.

For Particulars, apply to Y. SHIBUYA, Manager, No. 2, Fiddler Street, Hongkong. Hongkong, 12th May, 1911. [636]

## TO LET

## TO LET.

9, MOUNTAIN VIEW (at present occupied by E. R. HALLIFAX, Esq.). From 1st May, 1911.

Apply— "Y. Z." Care of "Daily Press" Office. Hongkong, 4th April, 1911. [491]

## TO LET.

TOP FLOOR, No. 6, Ice House Street, suitable for Office and/or Dwelling purposes. Apply— A. B. AVASIA, No. 1, Duddell Street. Hongkong, 15th May, 1911. [707]

## TO LET.

FIRST FLOOR of No. 4, Des Voeux Road CENTRAL. GODOWNS in Masons Lane good for storage of Wines and other Articles. Rent moderate. Apply to— DAVID SASSOON & Co., Ltd. Hongkong, 10th May, 1911. [627]

## TO LET.

TO LET—NEAR CLOCK TOWER. SEVERAL CONVENIENTLY SITUATED ROOMS, suitable for Offices, Ground and First Floor. Apply— "REX," Post Office Box 418. Hongkong, 9th May, 1911. [687]

## TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st May, 1911. [116]

## TO LET.

FLATS in Nathan Road. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Taumati, Area 65,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to— HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 14th February, 1911. [543]

## TO LET.

GODOWNS, 95 and 96, Praya East. Apply— CHATER & MORY. Hongkong, 31st March, 1911. [121]

## TO LET.

NOS. 9 and 10, MACDONNELL ROAD. GODOWNS, To Let, at Blue Buildings, 4A, Praya East. "GREGGAN" 39, The PEAK. OFFICES in KING'S BUILDING, 4th floor. GODOWNS, 151 to 155, PRAYA EAST. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door. Also NEW EUROPEAN FLATS, adjoining the new Seamen's Institute, Praya East. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 24th May, 1911. [113]

## TO LET.

ELEGANTLY Furnished and arranged Flat To Let. Cool and every convenience. Spacious Verandah, Fine Views back and front. Moderate Rental. Apply to— "LUXURY," Care of "Daily Press" Office. Hongkong, 18th May, 1911. [722]

## TO LET.

TWO OFFICES on 1st Floor of Hotel Mansions. Apply to— HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 7th April, 1911. [575]

## TO BE LET.

No. 34, QUEEN'S ROAD CENTRAL (Shop), Opposite the Post Office. No. 2A, D'AGUILAR STREET (Suitable for Godown, Etc.). All of which are at present occupied by VIENNA CAFE & CO., LTD. For Particulars, Etc. Apply to— YEE SANG FAT, Same Address. Hongkong, 24th February, 1911. [362]

## TO LET.

GODOWN, No. 5A, DUDDELL STREET. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st May, 1911. [114]

## TO LET.

OFFICES on Ground and First Floor in Chester Road. Very central position. WOODLANDS VILLA, West, 25, Seymour Road, furnished. No. 18, BELLIOS TERRACE. No. 9, BEACONSFIELD ARCADE (Shop). The EYRIE, No. 13, Peak, newly Painted and Colour-washed. BEACONSFIELD, from 1st June, 1911. No. 57, PRAYA GRANDE, Macao. FOR SALE—TOR CRIST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to— LINSTED & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 10th May, 1911. [118]

## TO LET.

No. 4, ORMSBY VILLAS, Kowloon. Apply to— SPANISH DOMINICAN PROCUSSION. Hongkong, 22nd April, 1911. [626]

## AUCTION

## PUBLIC AUCTION

OF HIGH-CLASS MACHINERY and ELECTRICAL FITTINGS.

THE Undersigned has received instructions to Sell by Public Auction, On FRIDAY, the 2nd June, 1911, Commencing at 10 a.m., at the Godown in Wild-doll, Wanchai, A LARGE QUANTITY OF HIGH-CLASS MACHINERY, &c.

Comprising:— DUPLEX MARINE OIL ENGINE with auxiliary starting motor, complete (suitable for tug or lighter), 2 STEAM SET GENERATORS (115 volts, 465 and 37.4 amp), 3 LANCASHIRE DYNAMO and ELECTRIC Co.'s GENERATORS (253 and 500 volts), VERTICAL ENGINE, KIRCHNER'S BAND SAWING MACHINE, PANEL PLANING MACHINE and WOOD TURNING LATHE, DRILLING MACHINE, CONCRETE BLOCK MACHINES, CONCRETE MIXER, BRICK-MACHINES, PUMPS, Klein's HAND PUMPS and RETAINING and FOOT VALVES, Alex. Young's HORIZONTAL BOILER, FEED DUPLEX PUMPS, PRESSURE GAUGE TESTING PUMP, PISTON PUMP, HORSE GEARS, INCUBATOR, 14 1/2 amp, 3100 cp. SEARCHLIGHT, PORTABLE WAREHOUSE CRANES, VACUUM CLEANERS, GAS PLANT, 3" ARMOURD HOSE, CAST IRON GATE VALVES, BRASS GLOBE, ANGLE and CHECK VALVES, &c., &c.

A QUANTITY OF ELECTRICAL FITTINGS, viz.: WIRES, CABLES and LEAD COVERED WIRE, SHIP'S FITTINGS, &c., &c. Inspection orders on application. Now on View. TERMS:—Cash on delivery. GEO. P. LAMBERT, Auctioneer. Hongkong, 19th May, 1911. [729]

## BANKS

## INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000  
RESERVE FUND ... Gold \$3,250,000  
Gold \$6,500,000

HEAD OFFICE: 60 Wall Street, New York.  
LONDON OFFICE: 35 Bishopsgate.

LONDON BANKERS: BANK OF ENGLAND.  
NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.  
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months, 4 per cent. per annum.  
For 6 " 3 1/2 " " "  
For 3 " 3 " " "

GEORGE HOGG, Manager, No. 9, Queen's Road Central, Hongkong, 21st February, 1911. [628]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application. INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION. N. J. STARR, Chief Manager. Hongkong, 24th January, 1911. [2]

## NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDSCH-INDISCHE HANDELSBANK). ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)  
Subscribed Capital Fl. 12,378,100 (£1,031,500)  
Reserve Fund Fl. 2,754,338.09 (£229,522)

HEAD OFFICE: AMSTERDAM.  
HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS DRAGONS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—

12 months 4 1/2 per cent.  
6 do. 3 1/2 do.  
3 do. 3 do.

C. WOLDRINGH, Manager, No. 16, Des Voeux Road Central. Hongkong, 4th August, 1909. [24]

## THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000  
Capital Subscribed (paid up) ... Yen 6,250,000  
Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Amoy, Anping, Keelung, Tainan, Taipei, Taichung, Tamsui, Keelung, Fuzhou, Keelung, Shanghai.

HONGKONG OFFICE: 3, Des Voeux Road. Interest allowed on Current Accounts Deposits received on terms which may be had on application. K. TSUDZURABARA, Manager. Hongkong, 1st May, 1911. [559]

## BANKS

## THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000  
SUBSCRIBED ... 1,125,000  
PAID-UP ... 562,000  
RESERVE FUND ... 325,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

On Fixed Deposits: For 12 months ... 4 per cent.  
For 6 " ... 3 1/2 per cent.  
For 3 " ... 3 per cent.

F. C. MACDONALD, Acting Manager. Hongkong, 29th April, 1911. [122]

## THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000  
RESERVE FUND ... 1











## FORTIFYING THE PANAMA CANAL.

Reverend A. T. Mahan publishes in the *Fortnightly Review* a strong plea in favour of fortifying the Panama Canal, the value of which is somewhat diminished by the fact that he seems to ignore altogether the probability, not to say certainty, that the submarine and the aeroplane between them will render any fortifications that may be erected absolutely futile.

He says:—In approaching the question of fortifying the Panama Canal, it is well to remember at once that the Canal Zone, with the qualified exceptions of the cities of Colon and Panama, is United States territory.

He points out the absurdity of supposing that because a recent international stipulation provides that unfortified seaports shall not be bombarded, it justifies the absence of fortifications in the Canal.

An undoubted neutrality of the Canal Zone would forbid an enemy's bombarding it; but it would not deter his occupation, if at war with the United States, because the position is too valuable not to be secured, if possible.

He maintains that—Granting that the United States intends to make sure of the use of the Canal in war, fortification will insure that peculiar and more cheaply, with less danger of losing the position, than the same amount of money expended in war-ships, unless there are abnormal peculiarities of the ground of which I have not heard.

He admits that even with fortifications the position of a fleet attempting to pass through a canal, in the presence of a strong enemy squadron at the other end, will be very difficult.

In column, unimpeded, the fleet, if handicapped by the ground, as is usual near ports, has but partial use of its guns, and the near vessels support the leaders imperfectly, or not at all. Under such circumstances an equal enemy is for the moment superior, and momentary superiority properly improved becomes permanent.

This is the art of war in a nutshell. He concludes his article with a strong plea for a strong navy. Permanent inferiority means inevitably ultimate defeat, which fortification can only delay.

"If the United States desires peace with security, it must have a navy second to none but that of Great Britain; to rival which, in the opinion of the *Review*, is a very reasonable sum."

THE CANAL AS A NEW CENTRE OF WORLD TRAFFIC.

The opening of the Panama Canal promises to effect a serious displacement of what may be termed the commercial centre of gravity. In the *Bulletin of the Pan American Union* for February Mr. Francisco Portocarrero shows the new importance which will attach to the Galapagos Islands. When the Panama Canal is opened these islands will be in the track of the steamers of the world. They lie on a straight course from Southampton via Panama to New Zealand and Australia. The islands are 840 miles from Panama, and only 550 from the coast of Ecuador, to which State they belong. The archipelago consists of fifteen larger islands and about forty smaller, with a total area ranging from 2,400 to 3,000 square miles.

"The Ecuadorian Government has several times begun negotiations for the sale of the islands, and as far back as 1851 the preliminaries of transfer were arranged with the United States, the sum offered being 5,000,000 dollars for the right of collecting the guano that could be found on the islands. At this time the islands were of little value, and while since that time tentative negotiations have been commenced during different administrations, no definite agreement has ever been reached. It is rumoured that a prominent financier who is largely interested in Ecuadorian enterprise has more than a lien on these islands.

Summarized, the resources of the islands are as follows:—The willow cut in large numbers on several of the islands, especially Albemarle, where it is estimated that the total number of cuttings is about 40,000; the galapagos, or land turtle, whose commercial value has already been detailed, but which is unfortunately rapidly diminishing in numbers; the orchilla, no longer as valuable as in former years; domkeys, of which 20,000 fine specimens are roaming wild on James Island; seals, still found in great numbers on most of the islands; the fish, already referred to; and the possibilities of extensive cultivation of sugar cane and other agricultural and horticultural products. Citrus fruits have been cultivated with success. There are a number of sulphur deposits, as might be expected in volcanic formations. Some investigators see a considerable source of wealth in these."

## NEW HEADQUARTERS OF THE Y.M.C.A.

The great building of the Central Y.M.C.A., which has been steadily rising until it has dwarfed its neighbours, including even the British Museum, in Tottenham Court Road and Great Russell Street, is approaching completion and is to be opened at the end of September, says a London paper. At present, completed as it is by loadings, its architectural merits are not to be appreciated, but when finished, with its tower 145 ft. high visible from Oxford Street, the new headquarters will be regarded as a striking addition to London. Mr. R. Blumberg, the architect, has maintained in the design a general Renaissance feeling in combination with a practical regard for the serviceable and the Association particularly desires to cultivate. The second floor is designed as a technical school with a lecture-room, laboratory, reference library, and various offices and rooms, among which is a dark room for the use of photographers. On the upper floors are over 200 bed-rooms, 60 per cent. of which are specially arranged with a view to solving one of the most difficult problems connected with the youth of London. An army of boys comes every year to seek fortune in the great city. At the most impressionable period of their lives they have to live on a small wage in the midst of temptation, and without the possibility of obtaining the nourishment needed to the building of their physique. It is a primary object of the institution to provide a home for boys of this class, with opportunities for advancement and mental culture as well as cheap nutritious food, and it is hoped that by the success of the experiment an example will be set leading to the foundation of similar hostels elsewhere.

Several visitors recently inspected the building under the guidance of Mr. Clarence Hooper, and could not fail to be struck with the foresight and ingenuity

## BY ROYAL WARRANT

**PURVEYORS TO**  
**H.M. KING GEORGE V.**

**JOHN BEGG'S**  
**SCOTCH WHISKY.**

WHOLESALE AGENTS:  
**DADY BURJOR & Co.,**  
7, QUEEN'S ROAD CENTRAL,  
HONGKONG.  
TELEPHONE No. 665.

## SHIPPING IN PORT

mark the plan throughout. Even the roof is to be utilised, for it accommodates miniature rifle range very comfortably, and the tower will contain bed-rooms, which will no doubt be appreciated for their height and seclusion. A great deal of space has been devoted to the emission of air and light, and on looking down from the roof one sees that many more rooms might have been added if less importance had been attached to illumination and free ventilation. With its ferro-concrete construction, in which no iron or wood is used, but only steel rods embedded in concrete, the building may be regarded as practically fireproof, and will cost about £200,000, of which more than half has been subscribed.

## A QUEEN'S TRAGEDY.

ELIZABETH AND ESSEX.

Many a schoolgirl has wept over the poignant story of Queen Elizabeth and the Earl of Essex, and of the non-delivery of the ring that would have saved him from a cruel death. For over 300 years this fatal ring has been preserved, passing from Devereux to Carleton, and from Carleton to Thynne. And the end of the story was to be on May 19th, at Christmas, when a relic thus caused the death of a Queen and her favourite was to be offered for public sale.

The ring itself is of gold, with a back of arabesque foliage enamelled blue. The bezel is set with a sardonyx cameo, carved with a portrait of Queen Elizabeth in profile to the right, wearing head-dress and large ruff. The gem cutter who executed it is recognised by his craft: as the anonymous Italian who carved the famous portrait of Henry VIII. in the Royal collection at Windsor.

As for the story, let it be told as Sir Dudley Carleton—afterwards Lord Dorchester—told it to Prince Maurice when he was English Ambassador in Holland. "In the height of her passion for him, Queen Elizabeth gave the Earl of Essex a ring, ordering him to keep it, and stating that whatever he should command she would pardon him when the Earl's enemies, plied. Since that time, the Earl's enemies, having prevailed with the Queen, caused him to be executed. She, besides, was overpowered against him for the contempt he had shown for her beauty, now through age upon the decay." (It was brought to her that he had said her mind was as crooked as her body.) "When he was condemned she expected to receive from him the ring, and would have given him his pardon, according to her promise. The Earl, finding himself in this extremity, applied to Admiral Howard's lady (the Countess of Nottingham), who was his relation, and desired her by a person whom she could trust, to deliver the ring into the Queen's own hands. But her husband, who was one of the Earl's greatest enemies, and to whom she told this imprudently, would not suffer her to acquit herself of the commission. So the Queen consented to the Earl's death, being full of indignation against so proud and haughty a spirit, who chose rather to die than implore her mercy, and being given over by her physicians, sent word to the Queen that she had something of great consequence to tell her before she died. The Queen came to her bedside, and, having ordered her attendants to withdraw, the Countess returned to her, but too late, the ring from the Earl of Essex, desired to be excused for not having presented it sooner, since her husband had prevented her. The astonished Queen burst into a furious passion. Shaking the dying Countess in her bed, she cried out vehemently that God might pardon her, but she never could. The Queen hung herself out of the chamber overwhelmed with the utmost grief. She sighed continually for a fortnight, without any nourishment, lying in bed entirely dressed and setting up a hundred times at night. At last she died with hunger and with grief, because she had consented to the death of a lover who had applied to her for mercy."

Such the story, which some historians have embellished and others have denied. Yet a contemporary letter is extant from the English to the Scottish Court stating: "Our Queen is troubled with a rheum in her arm which vexeth her very much, besides the grief she hath conceived for my lord of Essex's death. She sleepeth not so much by day as she used, neither taketh rest by night. Her delight is to sit in the dark, and sometimes with shooting tears to bewail Essex." Originally belonging to Lady Frances Devereux, the daughter of Essex, the ring eventually was inherited by the late Lord John Thynne.

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## JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	Second half of May	JAPAN	Second half of May
TJIPANAS	JAPAN	Second half of May	JAVA	Second half of May
TJILWONG	SHANGHAI	First half of June	JAVA	First half of June
TJIMAH	JAVA	First half of June	JAPAN	First half of June
TJITAREM	JAVA	First half of June	SHANGHAI	First half of June
TJILATJAP	JAVA	Second half of June	JAPAN	Second half of June
TJIBODAS	JAVA	Second half of June	SHANGHAI	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
**JAVA-CHINA-JAPAN LIJN.**  
Telephone No. 375.

York Buildings, 1st Floor.  
Hongkong, 23rd May, 1911.

## SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILINGS.  
SHANGHAI, YOKOHAMA, KOBE & MOJI "NIPPON" On 15th June.

For Freight and Further Particulars, apply to  
**OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.**  
46 J. YORK BUILDINGS, TOP FLOOR.

## THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., SEATTLE & PORTLAND (Or)

VIA

SHANGHAI AND JAPANESE PORTS.

Steamer	Tons	Captain	To Sail on or About
KUMERIC	6,222	G. B. McGill	6th June.
LUCERIC	6,400	J. Mathie	30th June.

\* Not Calling at Shanghai.  
To be followed by other Steamers of the Company at regular intervals.  
The Steamers of the BANK LINE, LTD., carry Cargo on through Bills of Lading to all the overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, Central and South America. Will call at AMOY, and KEELUNG if sufficient inducement offers.  
The Steamers of the Line are of the most modern type, have excellent accommodation for passengers and a limited accommodation for Cabin Passengers; they are fitted throughout with Electric Light, the "Lucero" and "Urtorio" and "Urtorio" and having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight and Passage, apply to—  
**THE BANK LINE, LIMITED.**  
KING'S BUILDING, PRINCE CENTRAL.

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## INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal) EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

PROPOSED SAILINGS.  
FROM HONGKONG: 27th May, 24th June.  
FROM COLOMBO: S.S. DUNERIE 15th June, STEAMER 12th July.

For rates and further information, apply to—  
**THE BANK LINE, LIMITED.**  
(MANAGING AGENTS).

## AMERICAN &amp; MANCHURIAN LINE.

REGULAR SERVICE TO BOSTON AND NEW YORK.

(via SUEZ CANAL).

For Freight and further information, apply to—  
**THE BANK LINE, LIMITED.**  
AGENTS, AMERICAN & MANCHURIAN LINE.

Telephone No. 780.  
Hongkong, 1st May, 1911.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

**TAIKOO DOCKYARD & ENGINEERING CO.**  
OF HONGKONG, LIMITED.  
50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS AND METAL SPECIMENS.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work. Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

**BUTTERFIELD & SWIRE,**  
HONGKONG, CHINA AND JAPAN.

## VISITORS AT HOTELS.

## HONGKONG HOTEL.

Mr. H. Adam  
Mr. J. I. Andrew  
Mr. A. W. Appleton  
Mr. Bauer  
Mr. and Mrs. H. T. Blackburn  
Mr. J. N. Blackburn  
Mr. F. Bonnet  
Mrs. B. Bonnet  
Miss G. Bothin  
Mrs. Brandenstein  
Mr. G. H. Bridge  
Mr. S. A. Brown  
Mr. G. H. Cane, Jr.  
Mr. D. N. Clark  
Mr. W. E. Clarke  
Mrs. J. A. Collins  
Mrs. J. L. Condon  
Mrs. Dalgluigh  
Mrs. Dalgluigh  
Mrs. N. K. Davidson  
Mrs. E. H. Douglas  
Mrs. W. C. Drew  
Mr. E. J. W. Evans  
Mr. W. A. Edgar  
Mr. and Mrs. H. C. Edwards  
Mr. F. Eason  
Mr. H. G. Fisher  
Mr. J. Forrester  
Miss Fowler  
Dunstan Fuller  
Mr. H. Garrow  
Mr. R. O. B. Gernally  
Mr. V. Houlbourn  
Mr. V. Gonzalez  
Mr. F. Gonzalez  
Mr. J. Gunzburg  
Capt. T. P. Hall  
Mr. & Mrs. M. Hall  
Mr. C. Hamilton  
Mr. R. D. Harvey  
Mr. T. P. Hassen  
Hon. Mr. E. A. Havett  
Dr. Spenser Hough  
Mrs. H. T. Howard  
Th. van Hunt  
Mr. P. L. Hutson  
Capt. & Mrs. Hutton  
Mr. R. Innes  
Mr. W. H. Jones

## KING EDWARD HOTEL.

Mr. T. Aoki  
Capt. Thos. Arthur  
Dr. Bellis  
Mr. M. P. Beattie  
Miss Brandt  
Mr. and Mrs. H. B. Bridger & Son  
Mr. W. P. Bryant  
Mr. D. Clark  
Count. W. J. Doherty  
Mr. O. M. Forrest  
Miss M. Gains  
Mr. J. Gordon  
Mr. A. Grand  
Mr. A. Harper  
Mr. H. Harlow  
Mr. T. Hood  
Mr. E. S. Habel  
Mr. John Lenoar

## GRAND HOTEL.

Mrs. Andrews & son  
Mr. J. Auriel  
Mr. E. W. Backham  
Mr. Mill Cello  
Mr. & Mrs. A. B. Crew  
Mr. Curleton Curtis  
Mr. & Mrs. Edwards  
Mr. W. Eggert  
Consul and Mrs. H. C. Fein  
Mr. Gilbert  
Mr. T. Hans  
Mr. A. C. Hendyk  
Mr. H. R. Henschel  
Mr. B. James

## KINGSLAKE PRIVATE HOTEL.

Comdr. F. Acton, R.N.  
Mr. E. Arndt  
Mr. & Mrs. Aucott  
Mr. H. Bennett  
Mr. F. Bevington  
Dr. & Mrs. B. W. Brown  
Mr. Cooker  
Mr. & Mrs. M. Crawford  
Mr. & Mrs. D. B. Donnelly  
Mr. & Mrs. C. E. Harvey  
Dr. Hobson  
Mr. H. Hoffman  
Mr. H. Koch  
Mr. & Mrs. J. Lammert  
and children  
Mr. & Mrs. A. C. Logan  
Mr. J. F. Macgregor

## "WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910.



## SHIPPING

## ARRIVALS.

ANGHAN PRINCE, British str., 4,923, R. E. Thomas, 24th May—Keelung 22nd May, General—Arnhold, Karberg & Co.  
CHIKAN, British str., 1,350, L. Lloyd Jones, 24th May—Shanghai 21st May, General—Butterfield & Swire.  
DELHI, British str., 4,784, H. S. Bradshaw, 25th May—Bombay 19th May, Mail and General—P. & O. S. N. Co.  
KUMING, British str., 1,219, Forsyth, 25th May—Fuzhou 19th May, General—Butterfield & Swire.  
LOTHIAN, British str., 3,222, W. J. Lockhart, 24th May—Meiji 19th May, Coal—Doddwell & Co.  
ST. ALBANS, British str., 1,234, G. McArthur, 25th May—Kobe, 19th May, General—Gibb, Livingston & Co.  
ULV, Norwegian str., 885, Pedersen, 25th May—Manila 22nd May—Aguard, Thoresen & Co.  
VICTORIA, Swedish str., 989, T. Eckert, 24th May—Wakamatsu 18th May, Coal—Jawa-China Japan Line.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
25th May.

Anigo, German str., for Haiphong.  
Delft, British str., for Nagasaki.  
Delft, British str., for Shanghai.  
Aveiro, British str., for Canton.  
Savona, German str., for Swatow.  
Sagking, British str., for Haiphong.

## DEPARTURES.

25th May.  
ANGHAN PRINCE, British str., for Singapore.  
ARHUI, British str., for Shanghai.  
CHIKAN, British str., for Canton.  
HITACHI MARU, Japanese str., for Kobe.  
HYEMONG, German str., for Saigon.  
SACHSEN, German str., for Singapore.  
VICTORIA, Swedish str., for Canton.

## SHIPPING REPORTS.

The British str. *St. Albans* reports: Experienced dull overcast weather, variable winds with thick rain from Beaker Point to Hongkong.  
The British str. *Delft* reports: Light S.W. to S.W. by winds, and fine weather to passing Triton Island (Pamela); from there unsettled weather with passing squalls of heavy rain, thunder, lightning and overcast rainy weather to arrival.

## PASSENGERS.

Per *Chikun* from Shanghai: Mrs. Siford and child, Mrs. Hewitt, Miss M. Kennedy, Mr. Hardwick, Mr. Smyth, Mr. Rosser, Dr. Taylor and Dr. Worster.  
Per *St. Albans* from Japan: Mr. Capt. Holm, Mr. and Mrs. Hopkins, Mr. E. A. Leggett, Mr. and Mrs. Miss Suet, Mr. A. Leggett, Mr. and Mrs. Miss Jagger, Miss Smith, Miss Leary, Mr. and Mrs. Moore, Miss J. A. Styles, Miss A. V. Grant, Miss and Mrs. Christian, Miss M. Weaver, Miss M. Wincey, Mr. and Mrs. Wincey, Mr. and Mrs. E. Palmer, Mr. and Mrs. Glendinning and 5 children, Mr. I. Bird, Mr. Glendinning and 5 children, Miss A. E. Broomehall, and Mrs. Bartholomew, Mr. A. Ketchner, T. Conain, Messrs C. J. Marston, A. Ketchner, T. Conain, T. A. Bogaert, M. Jemuelnick, S. Grigorick, T. A. Bogaert.

Per *Delft*, for Hongkong, from Bombay, Mr. Kodawa, Mr. and Mrs. Madan, from Colombo, Mr. and Mrs. Priest, Miss Rooney, Mrs. Beattie, 3 infants and nurse, Mr. Smith and Mr. Everett, from Singapore, Mr. A. Ching, Capt. Everett, Mr. Hee, Mr. Ritchie, Mr. Hart, Mr. and Mrs. Vickers, Mrs. Hutson and Mr. Sheboyack, Col. Fox, Mr. Dastidar, Miss Gibbs, Mr. Euseb and Mr. Dastidar, from Penang, Mr. T. Num, Mr. Mr. L. Sweeney, Miss A. E. Broomehall, from Singapore, Mr. Fitzwilliam, Messrs. Sandis, Koneg, David, Sinclair, Worsop, Kancker and Selby, for Yokohama, from Colombo, Mr. Hope, Mr. and Mrs. and Miss Roffe, and Mr. Selgwick.  
DEPARTED.  
Per *Haiyang*, for Amoy, Mr. Thompson.

## VESSELS EXPECTED.

THE AMERICAN MAIL.  
The P. M. S. S. Co. str. *Siberia* from San Francisco on route to Hongkong, sailed from Yokohama on the 21st inst., and is due to arrive at Hongkong on the 30th inst.

The P. M. S. S. Co. str. *China* sailed from San Francisco on the 10th inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 6th prox.

The P. M. S. S. Co. str. *Manchuria* sailed from San Francisco on the 16th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 16th prox.

THE AUSTRALIAN MAIL.  
The I.G.M. str. *Coblenz* left Yip on the 22nd inst., at 7 a.m., and may be expected here on or about the 30th inst.

The E. & A. str. *Albatross* left Sydney on the 13th inst., for this port (via Queensland Ports, Port Darwin, Timor and Manila).

The N.Y.K. str. *Nikko Maru* (Australian Line) left Sydney for this port via ports on the 17th inst., and is expected here on the 5th prox.

The E. & A. str. *Easton* left Sydney on the 24th inst., for Hongkong, via Queensland Ports, Port Darwin, Timor and Manila.

THE CANADIAN MAIL.  
The C.P.R. Co. str. *Empress of China* arrived at Yokohama at 7 a.m. on the 25th inst., and left again at 1 p.m. same day for Kobe, where she is due to arrive at noon on the 25th inst.

THE GERMAN MAIL.  
The I.G.M. str. *Prinz Eitel Friedrich* carrying the German Mails with dated from Berlin of the 3rd inst., left Colombo on the 25th inst., p.m., and may be expected here on or about the 31st inst.

MERCHANT STEAMERS.  
The Barber Line str. *Swage* from New York to Hongkong left Singapore on the 19th inst., and is therefore due here to-day.

The H. A. Line str. *Bayern* left Shanghai on the 23rd inst. p.m., and may be expected here to-morrow a.m.

The Mogul Line str. *Pathen* left United Kingdom on the 12th March for Hongkong via Straits.  
The Mogul Line str. *Sikh* left United Kingdom on the 6th inst. for Hongkong via the Straits.  
The O.S.K. str. *Seattle Maru* left Tacoma for Hongkong, via Japan and Manila on the 25th ult., and is due here on or about 8th prox.  
The Olof Wijk & Co. str. *Nippon* left Port Said on the 19th inst., and is expected here on the 15th prox.  
The str. *Alenogian* left London on the 28th ultimo, and is therefore due here on or about the 18th prox.  
The T.K.K. str. *Kyo Maru* left Valparaiso on the 11th inst. for Hongkong.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via USUAL PORTS OF CALL	DEVANHA	Brit. str.	1	H. Powell	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SUMATRA	Brit. str.	1	W. R. Le Mare	P. & O. S. N. Co.	About 31st inst.
LONDON & ANTWERP	MONMOUTHSHIRE	Brit. str.	1	G. E. Warner	JARDINE, MATHESON & Co., Ltd.	About 31st June.
LONDON & ANTWERP via SINGAPORE, &c.	NILE	Brit. str.	1	E. F. Dally, R.N.R.	P. & O. S. N. Co.	About 14th June.
ROTTERDAM & HAMBURG via STRAITS, &c.	ARCADIA	Ger. str.	k. w.	Schwinghammer	HAMBURG-AMERICA LINE	On 5th June.
ROTTERDAM & HAMBURG via STRAITS, &c.	SITHONIA	Ger. str.	k. w.	Kotze	HAMBURG-AMERICA LINE	On 9th June.
HAVRE, BREMEN & HAMBURG, &c.	FRIDTJOF	Ger. str.	k. w.	Dehmer	HAMBURG-AMERICA LINE	On 25th June.
MARSEILLES, HAVRE & HAMBURG, &c.	BAYERN	Ger. str.	k. w.	M. Hagino	NIPPON YUSEN KAISHA	On 7th June, at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAGA MARU	Jap. str.	1	H. Petersen	NIPPON YUSEN KAISHA	On 14th June, a.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAWACHI MARU	Jap. str.	1	Wm. Thompson	NIPPON YUSEN KAISHA	On 21st June, at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ATSUBA MARU	Jap. str.	1	Kunied	HAMBURG-AMERICA LINE	On 25th June.
MARSEILLES, HAVRE & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	H. Formes	MELCHERS & Co.	On 31st inst., at Noon.
NAPLES, GENOA, ALGERS, GIBRALTAR, &c.	BUELOW	Ger. str.	k. w.	Pavessich	SANDER, WIELER & Co.	To-day.
TRIESTE, &c., via SINGAPORE, &c.	CHINA	Aus. str.	1 m.	Moissner	HAMBURG-AMERICA LINE	On 2nd June.
NEW YORK	VANDALIA	Ger. str.	k. w.	W. Davison	CANADIAN PACIFIC R. Co.	On 13th June, at 6 p.m.
VANCOUVER, via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 28th June, at Noon
VICTORIA B.C. & TACOMA via KEELUNG, S'hai, &c.	MONTAGLE	Brit. str.	1 m.		OSAKA SHOSEN KAISHA	On 30th inst., 11 a.m.
VICTORIA B.C. & TACOMA via KEELUNG, S'hai, &c.	PANAMA MARU	Jap. str.	1	S. Tomioka	NIPPON YUSEN KAISHA	On 13th June, at 11 a.m.
VICTORIA B.C. & SEATTLE via KEELUNG, S'hai, &c.	INABA MARU	Jap. str.	1	K. Noda	NIPPON YUSEN KAISHA	On 20th June, at 4 p.m.
VICTORIA B.C. & SEATTLE via KEELUNG, S'hai, &c.	TAMBA MARU	Jap. str.	1	G. B. McGill	THE BANK LINE, LIMITED	On 18th July, at 4 p.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	KUMBERG	Aus. str.	1 m.	H. S. Smith	PACIFIC MAIL S.S. Co.	On 5th June.
SAN FRANCISCO via KEELUNG, S'hai & JAPAN	NIPPON MARU	Jap. str.	1		TOYO KAISEN KAISHA	On 2nd June, at 1 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHINA	Brit. str.	1 m.		PACIFIC MAIL S.S. Co.	On 16th June, at 1 p.m.
BEIRA, DELAGOA BAY, DURBAN, &c.	DUNGER	Brit. str.	1 m.	Christen Smith	THE BANK LINE, LIMITED	To-morrow.
PORTLAND via JAPAN, &c.	HENRIK ISEN	Nor. str.	1 m.	J. Nigro	PORTLAND & ASIATIC S.S. Co.	On 20th June, at Noon.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	1	L. Klugkist	NIPPON YUSEN KAISHA	On 17th June, at D'light
AUSTRALIAN PORTS via MANILA	COBLENZ	Ger. str.	1 m.	M. Yagi	MELCHERS & Co.	On 7th July, at Noon
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	1	L. Klugkist	MELCHERS & Co.	About 30th inst.
KOBE & YOKOHAMA	COBLENZ	Ger. str.	1 m.	T. Murai	NIPPON YUSEN KAISHA	On 8th June, at 11 a.m.
KOBE & YOKOHAMA	MIYAZAKI MARU	Jap. str.	1	M. Yagi	NIPPON YUSEN KAISHA	On 7th June, at Noon
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	1	H. Hinokuma	TOYO KAISEN KAISHA	On 17th June, at 1 p.m.
JAPAN, HONOLULU, MANZANILLO, &c.	HONKONG MARU	Jap. str.	1	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch
JAPAN	TIEN TSI	Brit. str.	1 m.	Forssyth	BUTTERFIELD & SWIRE	On 29th inst., at 4 p.m.
TSINGTAU & TIEN TSI	CHEONGSHING	Brit. str.	1 m.	V. McLynam-Liddell	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at 4 p.m.
TIEN TSI	NANCHANG	Brit. str.	1 m.	D. Robertson	BUTTERFIELD & SWIRE	On 29th inst., at 4 p.m.
CHEFOO & NEWCHWANG	URENAN	Brit. str.	1 m.	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	To-morrow, at Midnight
SHANGHAI	KWONGSANG	Brit. str.	1 m.	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at Noon
SHANGHAI, KOBE & MOJI	FOOKSANG	Brit. str.	1 m.	T. A. Moholl	JARDINE, MATHESON & Co., Ltd.	About 31st inst.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	P. E. FRIEDRICH	Ger. str.	1 m.	E. Malchow	P. & O. S. N. Co.	About 1st June.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NUBIA	Brit. str.	k. w.	Peter	HAMBURG-AMERICA LINE	On 4th June.
SHANGHAI, KOBE & YOKOHAMA	SLAVONIA	Jap. str.	1	J. Tanaka	NIPPON YUSEN KAISHA	On 7th June.
SHANGHAI, MOJI, KOBE & YOKOHAMA	BOMBAY MARU	Jap. str.	1	C. D. Goldsmith, R.N.R.	OSAKA SHOSEN KAISHA	About 15th June.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NIKKO	Brit. str.	k. w.	Porcellus	HAMBURG-AMERICA LINE	On 15th June.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SIEMIA	Brit. str.	k. w.	V. Zwart	OSAKA SHOSEN KAISHA	Quick despatch
SHANGHAI, KOBE & YOKOHAMA	SIEMIA	Brit. str.	k. w.	T. W. Pickard	BUTTERFIELD & SWIRE	On 28th inst., at 10 a.m.
SHANGHAI	DAIHIN MARU	Jap. str.	1 m.	J. W. Beach	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
TSINGTAU via SWATOW & AMOY	KANGHAI	Brit. str.	1 m.	J. W. Evans	DOUGLAS LAFRAIK & Co.	To-morrow, at 4 p.m.
AMOY & SHANGHAI	HAITAN	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIK & Co.	On 28th inst., at 10 a.m.
AMOY & FOCHOW	HAIMON	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIK & Co.	On 30th inst., at 11 a.m.
SWATOW	HAICHING	Brit. str.	2 h.	H. Mathias	DOUGLAS LAFRAIK & Co.	On 2nd June, at 11 a.m.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	2 h.	T. H. Lishman	BUTTERFIELD & SWIRE	To-morrow, at 8 a.m.
SWATOW, AMOY & FOCHOW	WINGANG	Brit. str.	1 m.	Sidford	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 2 p.m.
HAIPHONG	KAI FONG	Brit. str.	1 m.	S. Crosby	BUTTERFIELD & SWIRE	On 30th inst., at 4 p.m.
MANILA	RUBI	Am. str.	1 m.	M. C. Smith	SHAWAN, TOMES & Co.	On 10th June, at 4 p.m.
MANILA, CEBU & ILOILO	ZAFIRO	Am. str.	1 m.	F. Semblil	SHAWAN, TOMES & Co.	On 27th inst., at 9 a.m.
MANILA, CEBU & ILOILO	BOHNEO	Ger. str.	1 m.	T. Sato	MELCHERS & Co.	On 30th inst.
JESSIELTON, KUDAT & SANDAKAN	TOSA MARU	Jap. str.	1 m.	Ph. Obenauer	NIPPON YUSEN KAISHA	On 31st inst., at Noon.
BOMBEY, SINGAPORE, & COLOMBO	KUSANG	Brit. str.	1 m.	J. B. v. Damme Jelab	JARDINE, MATHESON & Co., Ltd.	About 7th June.
SINGAPORE, PENANG & CALCUTTA	GRUBENAU	Ger. str.	1 m.		MELCHERS & Co.	Quick despatch.
SINGAPORE, COLOMBO, SUEZ, PORT SAID & EUROPE	TIPIANAS	Dut. str.	1 m.		JAVA-CHINA-JAPAN LINE	Quick despatch.

## EST ASIATIQUE FRANCAIS PORTLAND &amp; ASIATIC S.S. CO.

MESSAGERIES MARITIMES, AGENTS.

## TRIPS TO TONKIN.

S.S. "SI-KIANG," Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG  
(via KWANG CHOW WANG).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M.

Arrives Haiphong on FRIDAY, at 2 P.M.

1ST AND 2ND CLASSES ON BOARD.

For Passages and Freight, apply to

P. THOMAS M.M. Co.'s AGENT.

## CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPERESS OF CHINA" SAT., 10th June	"ALLAN LINE" FRIDAY, 7th July
"MONTEAGLE" WED., 28th June	"EMPERESS OF IRELAND" FRIDAY, 28th July
"EMPERESS OF JAPAN" SAT., 1st July	"ALLEN LINE" FRIDAY, 18th Aug.
"EMPERESS OF INDIA" SAT., 22nd July	"EMPERESS OF BRITAIN" FRIDAY, 8th Sept.
"EMPERESS OF CHINA" SAT., 12th Aug.	"ALLEN LINE" FRIDAY, 29th Sept.
"EMPERESS OF INDIA" SAT., 2nd Sept.	

"Empress" Steamships leave HONGKONG at 6 p.m. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, sailing at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the latest Wireless apparatus.  
Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10  
Intermediate on Steamers ..... £43 .....  
and 1st Class Railway ..... £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.  
E.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.  
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

## OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL
"HENRIK ISEN" ...	4,578	Christen Smith	On 20th June, Noon.
"HECULES" ...	3,789	Racin Wilhelmson	On 30th June, Noon

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, AGENT.

## NORDDEUTSCHER LLOYD. BREMEN

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMSHIPS	TONS	TO SAIL
KOBE AND YOKOHAMA ...	"COBLENZ"	6,750	About 30th May.
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELOW"	16,900	Wed., 31st May, at Noon
SHANGHAI, TSINGTAU, KOBE, YOKOHAMA ...	"PRINZ EITEL FRIEDRICH"	16,000	About 31st May.
JESSIELTON, KUDAT & SANDAKAN	"BORNEO"	5,050	Saturday, 27th May, at 9 A.M.
SINGAPORE, COLOMBO, SUEZ, PORT SAID, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"GNEISENAU"	16,000	About 7th June.
MANILA, YAP, MARON, SAMA, RAI NEW GUINFA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ"	6,750	Saturday, 17th June, at D'light

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletext.  
For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 22nd May, 1911.

## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI ...	4,000	S. Crosby	Manila, Cebu & Iloilo	On 30th May, 4 p.m.
ZAFIRO ...	4,000	M. C. Smith	Manila, Cebu & Iloilo	On 10th June, 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co., 13 Hongkong, 23rd May, 1911.

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct). Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

Taking Cargo at through rates to the PRESIAN GULF, RED SEA, BLACK SEA, LEBANT, VANTER, and ADRIATIC PORTS.

THE Company's Steamship "CHINA," To-morrow will be despatched as above TO-DAY, 26th MAY.

This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess. For information as to Passage and Freight apply to

SANDER, WIELER & Co., Agents, Princes Buildings, Hongkong, 19th May, 1911.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSEUS, GUY, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DEVANHA," Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, TO-MORROW, the 27th May, 1911, at Noon, taking passengers



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DEVANHA	Noon, 27th	See Special of Call
LONDON and ANTWERP VIA SINGAPORE, PE. NANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA	About 31st	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA	Capt. F. J. Fox	About 1st	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PE. NANG, COLOMBO, PORT SAID and MARSEILLES	NILE	About 14th	Freight and Passage.
SHANGHAI, MOJI, KOBE, SIMLA and YOKOHAMA	Capt. C. D. Goldsmith	About 15th	Freight and Passage.

For Further Particulars apply to  
E. A. HEWETT, Superintendent.  
Hongkong, 26th May, 1911.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
HAIPHONG	"SUNGKIANG"	On 27th May, 8 A.M.	
SHANGHAI	"CHENAN"	On 27th May, 8 P.M.	
AMOI and SHANGHAI	"KASHING"	On 27th May, 4 P.M.	
TSINGTAO and TIENTSIN	"KUEICHOW"	On 28th May, 4 P.M.	
CHEFOO and NEWCHANG	"NANSHANG"	On 28th May, 4 P.M.	
MANILA, CEBU and ILOILO	"KAIFONG"	On 30th May, 4 P.M.	

DIRECT SAILINGS TO WEST LIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, ft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

YF—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Night. These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, \$45 SINGLE and \$90 RETURN.

For Freight or Passage apply to—  
BUTTERFIELD & SWIRE, AGENTS.  
Hongkong, 26th May, 1911.

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
MANILA	"WINGSANG"	Saturday, 27th May, 2 P.M.	
SHANGHAI, KOBE and MOJI	"FOOKSANG"	Monday, 29th May, Noon.	
SHANGHAI	"KWONGSANG"	Monday, 29th May, Noon.	
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wednesday, 31st May, Noon.	
TIENTSIN	"CHEONGSHING"	Friday, 2nd June, Noon.	

RETURN TOURS TO JAPAN, (Occupying 24 Days).

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtao, Weihaiwei, Chefoo, Tientsin and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—  
JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS.  
Hongkong, 26th May, 1911.

# DOUGLAS STEAMSHIP CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
HONGKONG-SOUTH CHINA COAST PORTS			
HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.			
FOR			
SWATOW, AMOI and FOOCHOW AND RETURN.			
(Occupying 9 to 10 Days).			
STEAMSHIPS	CAPTAIN	LEAVING.	
"HAITAN"	Capt. J. S. Roach	SATURDAY, 27th May, at 1 P.M.	
"HAICHING"	Capt. W. C. Pasmore	TUESDAY, 30th May, at 11 A.M.	
"HAIYANG"	Capt. A. E. Higgins	FRIDAY, 2nd June, at 11 A.M.	

For SWATOW AND RETURN. (Occupying 3 Days).

"HAIMUN" Capt. J. W. Evans SUNDAY, 28th May, at 10 A.M.  
WEDNESDAY, 31st May, at 11 A.M.

The s.s. "Haitan" will not call at Swatow.

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—  
DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.  
Hongkong, 26th May, 1911.

# HAMBURG-AMERIKA LINIE

FOR	STEAMERS	TO SAIL	REMARKS
IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."			
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.			
TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.			
NEXT SAILINGS FROM HONGKONG:			
OUTWARD.			
FOR SHANGHAI, KOBE & YOKOHAMA:			
S.S. SLAVONIA	...	4th June	
S.S. SILVIA	...	19th June	
S.S. HELLAS	...	20th June	
S.S. SPESIA	...	1st July	
S.S. SILESIA	...	12th July	
S.S. PREUSSEN	...	28th July	
S.S. ALESIA	...	9th Aug.	
For Further Particulars, apply to—			
HAMBURG-AMERIKA LINIE, Hongkong Office.			

# NIPPON YUSEN KAISHA

FOR	STEAMERS	TO SAIL	REMARKS
(THE JAPAN MAIL STEAMSHIP CO.)			
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.			
DESTINATIONS.	STEAMERS	TONS	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	KAGA MARU Capt. M. Hagino	7,000	WEDNESDAY, 7th June, at Daylight
	KAWACHI MARU Capt. H. Peterson	7,000	WEDNESDAY, 14th June, at 4 P.M.
	ATSUTA MARU Capt. Wm. Thompson	9,000	WEDNESDAY, 21st June, at Daylight
	SADO MARU Capt. J. Richards	7,000	SATURDAY, 17th June, from Komi
VICTORIA B.C. & SEATTLE	INABA MARU Capt. S. Tomioka	7,000	TUESDAY, 20th June, at 4 P.M.
	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 18th July, at 4 P.M.
	YAWATA MARU Capt. J. Nagao	5,000	FRIDAY, 9th June, at Noon.
ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th July, at Noon.
BOMBAY via SINGAPORE, COLOMBO and COLOMBO	TOSA MARU Capt. T. Sato	6,000	TUESDAY, 30th May.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 7th June, at Noon.
SHANGHAI, MOJI, and KOBE	BOMBAY MARU Capt. J. Tanaka	5,000	WEDNESDAY, 7th June.
KOBE and YOKOHAMA	MIYAZAKI MARU Capt. T. Mura	9,000	THURSDAY, 8th June, at 11 A.M.

† Calling at Djibouti.

† Carries Deck Passengers. † Cargo only.

† Fitted with New System of Wireless Telegraphy.

# CHEAPEST SUMMER RATES

BETWEEN

# HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS

Yokohama Return. <sup>2</sup> Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of call between Steamers' Calling Ports in Japan.

For Further Information, apply to—

14-401

T. KUSUMOTO, MANAGER.

# U.S. MAIL LINE.

# PACIFIC MAIL S.S. CO.

FOR	STEAMERS	TO SAIL	REMARKS
SEMI-TROPICAL ROUTE.			
Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.			
PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION)			
STEAMERS	TONS	SAILING DATES	
KOREA	18,000	SUNDAY, 28th May, at Noon	
SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.	
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.	
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.	
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.	
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.	
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.	
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.	

\* Twin Screw.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, SUNDAY, 28th May, at Noon.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

# INTERMEDIATE SERVICE.

FOR	STEAMERS	TO SAIL	REMARKS
CHINA	10,200 Tons	FRIDAY, 16th June, at 1 P.M.	
		FRIDAY, 7th July, at 1 P.M.	
PERSIA	9,000 Tons	FRIDAY, 4th Aug., at 1 P.M.	

THE S.S. "CHINA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 16th June, at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. 24s.  
via New York " " 23s.

HONGKONG TO SAN FRANCISCO via Central and South American Ports.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

# THOS. COOK & SON,

FOR	STEAMERS	TO SAIL	REMARKS
TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.			
Head Office for the Far East:— 16, DES VOGES ROAD, HONGKONG.			
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.			
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.			
TOURS arranged to ALL PARTS of the WORLD.			
BAGGAGE collected, forwarded and insured at lowest rates.			
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.			
FOREIGN MONIES exchanged.			
CHIEF OFFICE:—LUDGATE CIRCUS LONDON, E.C.			

# TOYO KISEN KAISHA.

# IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES. SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

FOR	STEAMERS	TO SAIL	REMARKS
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)			
STEAMERS	TONS	CAPTAIN	DATE OF SAILING.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, June 2nd, 1 P.M.
CHIYO MARU	21,000	W. W. Green	FRIDAY, June 30th, 1 P.M.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, 1 P.M.
TENYO MARU	21,000	E. Bent	FRIDAY, July 28th, 1 P.M.

† Triple Screw, turbine engines. \* Twin Screw.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Twin Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 2nd June, at 1 P.M.

# SOUTH AMERICAN LINE.

FOR	STEAMERS	TO SAIL	REMARKS
(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO). Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS			
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)			
STEAMERS	TONS	CAPTAIN	DATE OF SAILING.
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, 1 P.M.

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.

FOR	STEAMERS	TO SAIL	REMARKS
FARES FROM HONGKONG.			
TO SAN FRANCISCO	...	...	£ 45-0-0, Single
NEW YORK	...	...	£ 60-0-0, "
LONDON	...	...	£ 71-10-0, "
"	...	...	£ 120-0-0, Return 6 Months
"	...	...	£ 125-0-0, "
SALINA CRUZ or MANZANILLO	...	...	Yen. 420-00, Single
VALPARAISO	...	...	Yen. 570-00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense.

TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN and UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.

These concessions apply to San Francisco Line Only.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screw. Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to  
K. MATSUDA, LOCAL MANAGER,  
King's Building (Opposite Blake Pier).

# OSAKA SHOSEN KAISHA.

# REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

# TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL	REMARKS
Connecting with PACOMAC with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.			
The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.			
FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA B.C. & TACOMA VIA KEELUNG, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 13th June, at 11 A.M.
	"CHICAGO MARU"	6,182	WEDNESDAY, 14th July, at 11 A.M.
VICTORIA B.C. & TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 30th May, at 11 A.M.
	"MEXICO MARU"	6,061	TUESDAY, 27th June, at 11 A.M.
	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Perels. Special attention given towards Express connection.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

FOR	STEAMERS	TO SAIL	REMARKS
TAMUI VIA SWATOW and AMOI	"DAIJIN MARU"	SUNDAY, 28th May, at 10 A.M.	

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER

"The Beer That's Brewed to Suit The Climate"

O. B.  
BEER.

"Just Try It"





## "BRUNSVIGA" CALCULATING MACHINE

GRIMME, NATALIS & Co.,  
BRAUNSCHWEIG.

For inspection apply to the  
Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

## D. SCHOLTE & CO., AMSTERDAM.

Exceedingly well placed for export of  
**FANMELLED GOODS, PORCELAIN,  
SINGLET'S, SWEATERS,  
WHITE AND GREY SHIRTINGS,  
DRILLS AND SPANISH STRIPES.**  
Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.



Sole Representative for Hongkong and South China  
**Hugo C.A. Fromm, Hongkong.**

### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.

The *Devanha*, with the Siberian Mail, is due to arrive here this evening.

FOR	PER	DATE
Hoihow and Haiphong ...	Amigo	Friday, 26th, 8.00 A.M.
Swatow and Bangkok ...	Swatow	Friday, 26th, 1.15 P.M.
Yokohama and Kobe ...	Yokohama	Friday, 26th, 3.00 P.M.
Haiphong ...	Banyang	Friday, 26th, 5.00 P.M.
Kudat and Sandakan ...	Borneo	Saturday, 27th, 8.00 A.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle ...	Et. Albans	Saturday, 27th, 10.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya ...	Tjipenas	Saturday, 27th, 10.00 A.M.
Europe, &c., India via TUTCORIN (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed to-day at 5 P.M.	Devanha	Saturday, 27th, 10.00 A.M.
Amoy and Foochow ...	Haitan	Saturday, 27th, Noon.
Manila, Cebu and Iloilo ...	Wingang	Saturday, 27th, 1.00 P.M.
Macao ...	Sui Tai	Saturday, 27th, 1.15 P.M.
Amoy and Shanghai ...	Kashan	Saturday, 27th, 3.00 P.M.
Shanghai ...	Chenan	Saturday, 27th, 5.00 P.M.
Swatow ...	Hatman	Sunday, 28th, 9.00 A.M.
Swatow and Tamsui ...	Daijin Maru	Sunday, 28th, 9.00 A.M.
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (SIBERIAN MAIL TO EUROPE) ...	Korea	Registration ... 5.00 P.M. (on Saturday, 27th inst.) Letters ... 10.00 A.M. (on Sunday)
Shanghai, Kobe and Moji ...	Fooksang	Monday, 29th, 11.00 A.M.
Shanghai ...	Kwongang	Monday, 29th, 11.00 A.M.
Chetoo and Newchwang ...	Nanchang	Monday, 29th, 3.00 P.M.
Tientsin, and Tientsin ...	Kueichow	Monday, 29th, 3.00 P.M.
Keelung, Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma ...	Panama Maru	Tuesday, 30th, 10.00 A.M.
Swatow, Amoy and Foochow ...	Hatching	Tuesday, 30th, 10.00 A.M.
Manila, Cebu and Iloilo ...	Kashan	Tuesday, 30th, 3.00 P.M.
Manila, Cebu and Iloilo ...	Kashan	Tuesday, 30th, 3.00 P.M.
Singapore, Penang and Calcutta ...	Kashan	Wednesday, 31st, 10.00 A.M.
Swatow ...	Hatman	Wednesday, 31st, 10.00 A.M.
Europe, &c., India via TUTCORIN, (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Bilao	Registration ... 10.00 A.M. (on Saturday, 27th inst.) Letters ... 10.00 A.M. (on Sunday)
Tientsin ...	Cheongshing	Friday, 2nd, 11.00 A.M.
Swatow, Amoy and Foochow ...	Hatman	Friday, 2nd, 5.00 P.M.
Europe, &c., India via TUTCORIN, (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Nera	Registration ... 10.00 A.M. (on Saturday, 27th inst.) Letters ... 10.00 A.M. (on Sunday)

**MONEY LETTERS**—The Post Office declines all responsibility for unregistered letters  
containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO  
ENQUIRIES into alleged losses of such (Postal Guide 121).  
Mails for \*CAMBODIA\*, \*WUOHOW\* and \*SAMSUT\* will be closed on week-days at 7.30 a.m.  
and at 6 p.m. until further notice.  
A Mail for MACAO is despatched per a.s. Sui An on week-days at 7.15 a.m., on Sunday  
the mail for Macao is closed at 8 a.m.  
Mails for NAKTAU, and SUABUS are closed every week-day at 6 p.m.  
Mails for \*KONGMOON\* and \*KUMORUK\* are closed on week-days at 6 p.m. On  
Sundays the mails are closed at 9 a.m.  
A mail for Long Island (Cheung Chow) will be despatched per steam launch Cheung-  
ow daily at 2.30 p.m.  
No mails are despatched to these places on Saturday evenings, unless previously notified.

### COMMERCIAL

#### EXCHANGE CLOSING QUOTATIONS.

	May 25th.
ON LONDON—	
Telegraphic Transfer	194
Bank Bills, on demand	194
Bank Bills, at 30 days sight	194
Bank Bills, at 4 months sight	194
Credits, at 4 months sight	194
Documentary Bills, 4 months sight	194
ON PARIS—	
Bank Bills, on demand	228
Credits, at 4 months sight	232
ON GERMANY—	
On demand	184
ON NEW YORK—	
Bank Bills, on demand	44
Credits, at 60 days sight	45
ON BOMBAY—	
Telegraphic Transfer	134
Bank, on demand	135
ON CALCUTTA—	
Telegraphic Transfer	134
Bank, on demand	135
ON SINGAPORE—	
Bank, at sight	74
Private, 30 days sight	75
ON YOKOHAMA—	
On demand	88
ON MANILA—	
On demand—Pesos	88
ON SINGAPORE—	
On demand	77
ON BATAVIA—	
On demand	108
ON HAIPHONG—	
On demand	13
ON SAIGON—	
On demand	84
ON HONGKONG—	
Bank's Buying Rate	\$11.00
GOLD LEAF, 100 fine, per oz.	\$57.20
PAN SILVER, per oz.	\$24.40
SUBSIDIARY COINS.	
Chinese ... 20 cents pieces	\$7.31 discount
Chinese ... 10 "	\$7.55 "
Hongkong ... 20 "	\$7.18 "
Hongkong ... 10 "	\$7.40 "

### SHARE LIST—QUOTATIONS. HONGKONG, MAY 25th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$895, sellers
National Bank of China, Limited	99,925	\$7	\$6	\$80, buyers
China Bank, Limited	60,000	\$12	all	\$9.
China Light and Power Company, Limited	50,000	\$5	all	\$1.15, buyers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$1	all	\$7.
<b>COTTON MILLS.</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 85.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$4, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 48.
Loan-Kung-Mow Co. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	all	Tls. 57.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 17.
Dairy Farm Company, Limited	40,000	\$7	\$6	\$20, sales & buy.
<b>DOCKS AND WHARVES.</b>				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$48, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$7	all	\$53, sal. & sal.
New Amoy Dock Co., Limited	10,000	\$3	all	\$7, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 60.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 87, buyers
Fenwick & Co., Limited	18,000	\$25	all	\$5, sales
Green Island Cement Co., Limited	400,000	\$10	all	\$3.15, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$195.
Hongkong Electric Co., Limited	60,000	\$10	all	\$15.
Hongkong Hotel Company, Limited	15,000	\$50	\$25	\$75.
Manila Metropole Hotel Limited	50,000	\$25	all	\$11.
Hongkong Ice Company, Limited	60,000	\$10	all	\$185.
Hongkong Rope Manufacturing Co., Limited	15,000	\$10	\$7	\$162, buyers
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$72, buyers
<b>INSURANCE.</b>				
China Insurance Office Co., Limited	10,000	\$250	\$50	\$180, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$118, buyers
China Traders Insurance Co., Limited	24,000	\$53.33	\$25	\$105, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$25	\$50	\$325.
North-China Insurance Co., Limited	10,000	\$25	\$10	Tls. 157, sellers
Union Insurance Society, Limited	12,000	\$25	\$10	\$815.
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$192.
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$94, sales
Hampreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$5, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$25.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 99.
West Point Building Co., Limited	12,500	\$50	all	\$47.
<b>MINING.</b>				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$700.
Banau Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$2.30.
Peak Tramways Co., Limited	25,000	\$10	all	\$12, x div.
Philippine Co., Limited	50,000	\$10	all	\$1, x div.
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$94, sellers
Leong Sugar Refining Co., Limited	7,000	\$100	all	\$20.
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$12, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$19.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$303, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$69.
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	\$26.10.
Star Ferry Company, Limited	2,500,000	\$10	all	\$7/6 buyers
South China Morning Post, Limited	10,000	\$10	all	\$126, buyers
Steam Laundry Company, Limited	10,000	\$10	all	\$16.
<b>BROKERS AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$9, buyers
Wm. Powell, Limited	15,000	\$7	all	\$3.10, buyers
Watkins, Limited	10,000	\$10	all	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5, buyers
Weissmann, Limited	3,000	\$10	all	\$12, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, x div. buy.
United Asbestos Oriental Agency, Limited	9,900 only.	\$10	\$4	\$10.
Union Waterboat Co., Limited	100 shares	\$10	all	\$300.
<b>RUBBER.</b>				
Para Rubber in London			4/43 per lb., sellers	
<b>LOANS.</b>				
Chinese Imperial 1885	Amount.	Value.	Interest.	Quotation.
	Tls. 767,200	Tls. 250	7% p. annum	Par.

## WILLIAM C. JACK & CO., LTD.

SOLE AGENTS FOR THE IDEAL LIGHT.

### THE OSRAM LAMP

WHAT IT DOES

IT EFFECTS ENORMOUS REDUCTIONS in electric light bills.  
IT BENDERS ELECTRIC LIGHT ABSOLUTELY THE CHEAPEST ILLUMINANT, and thus brings this mode of lighting within reach of all.  
IT PAYS FOR ITSELF in about 150 hours of its great current-saving properties.  
THE 17 WATT (app. 16 H.C.P.) OSRAM LAMP GIVES 20 HOURS LIGHT FOR ONE PENNY.  
THE 40 WATT (app. 32 H.C.P.) OSRAM LAMP gives 25 hours light for the consumption of one unit of current.  
THE OSRAM LAMP has an average life of over 2,000 hours, and during the whole of that period its initial o.p. is practically undiminished.  
IT CONSUMES only approximately 1 watt per Hefner candle-power as against 4 watts consumed by a carbon filament lamp.  
SEE THE WORD "OSRAM" IN EVERY BULB.

### THE OSRAM LAMP

WHAT IT DOES NOT

IT DOES NOT deteriorate in light even after 2,000 hours burning.  
IT DOES NOT, although its initial cost is more, PROVE AS EXPENSIVE AS AN ORDINARY CARBON LAMP, for it lasts FOUR times as long and consumes one-quarter the current ALL THE TIME.  
IT DOES NOT require any special installing, burns in any position on any lighting circuit and fits existing lampholders.  
THE OSRAM LAMP DOES NOT BLACKEN.  
IT DOES NOT GET HOT. The OSRAM Lamp, although giving four times the light of a carbon lamp, does not generate heat to any extent. This, added to its other advantages, makes it the ideal Lamp for private houses.  
THE HIGH CANDLE-POWER LAMP DOES NOT take as much current as the Enclosed Arc Lamp, and is rapidly displacing this latter form of lighting, being cheaper in first cost and cheaper to maintain.  
SEE THE WORD "OSRAM" (Patent G.E.C., nothing more) IN EVERY BULB.

## THE CIGARETTES OF DISTINCTION Bouton Rouge and Felucca



A LUXURY TO  
THE MAN  
OF TASTE

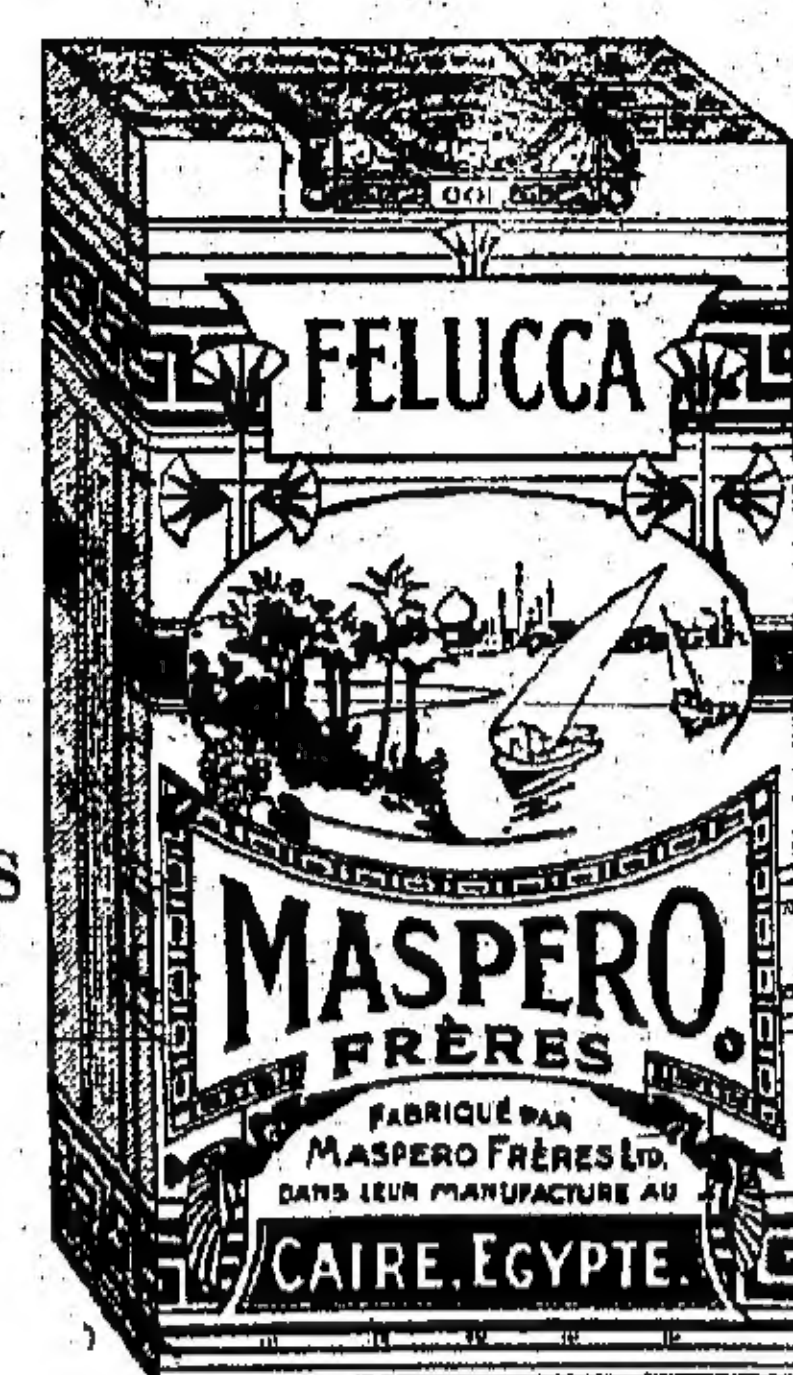
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HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



## THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

Another Famous Product of the above  
Company is its



## STERILIZED NATURAL MILK.

A trial of which will satisfy you of its  
EXCELLENCE.

PRICE:

20 Cents Per Tin.  
\$2.30 ..... Per Doz. Tins.  
\$9.00 ..... Per Case of 4 Doz. Tins.

ON SALE AT—

LANE, CRAWFORD & Co.  
FRAN TTE, Queen's Road Central,  
CHEONG YEE, Queen's Road Central,  
MAN YUEN, Queen's Road East,  
NAM HUNG LOONG, Queen's Road Central,  
SUTTEAT STORES, Queen's Road Central,  
HONGKONG CO-OPERATIVE SOCIETY,  
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## THE BEST BRAND OF GUINNESS' STOUT

On the Market is

T.B. HALL & CO.



SOLE AGENTS—

## H. PRICE & CO., LTD.

12, QUEEN'S ROAD, CENTRAL,

HONGKONG.

TO-DAY	TO-MORROW	OPTUM.
9 P.M.—"The Follies" at Theatre Royal.	12.15 P.M.—Thirteenth Ordinary Annual Meeting of the "Star" Ferry Co., Ltd., at the Office of Dodwell & Co., Ltd.	Quotations are:— Malwa New ... \$2,250/2,300 per picul. Malwa Old ... \$2,320/2,350 " Malwa Older ... \$2,370/2,390 " Malwa V. Old ... \$2,420/2,450 " Persian fine quality ... \$1,125 " Persian extra fine ... \$2,025 " Patna New ... \$2,375 per chest. Patna Old ... \$2,375 " Bomrae Old ... \$2,325 "
3.30 P.M.—Second Meeting of Gymkhana Club at Happy Valley.	3.30 P.M.—Twenty-sixth Annual Ordinary General Meeting of A. S. Watson & Co., Ltd. at Hongkong Hotel, 11.30 A.M.	STEAMERS PASSED THE CANAL.— April 21st—Antenor, Canton, Konang F. Poona. 25th—Boyo Maru, Christian, Nebe. Nackar. 28th—Suruga, Tonkin. May 2nd— Achilles, Denbighshire, Norse. 5th—Nubia, Siam. Siavonia, Buffalo. 9th—Benvorlich, Karonga. 12th—Ernest Simons, Ghazee, Jeerica, Prince Eitel Friedrich, Tongo Maru, Teukai, Arcadia. 16th—Glenogun, Miyazaki Maru, Soyo Maru, Forueria, Assin. 19th—Borneo, Hellas, Ida- menicus, Meneilus, Nippon, Siki, Siliu, Siam. Ville de la Citad, Wakasa Maru, Yangtze. 23rd—Beniarig, Brigravia, Kamo Maru, Kin- tuck, Laertes, Rheinfels.
FORTHCOMING EVENTS. Tuesday, 30th May—Extraordinary General Meeting of Geo. Fenwick & Co., Ltd., at Hongkong Hotel, Noon. Friday, 2nd June—Auction of Machinery, &c., at the Godowas situated in Wild-dell, Wanchai, by Geo. P. Lamont, 10 A.M. Friday, 2nd June—Extraordinary General Meeting of the National Bank of China, Ltd., 12.30 P.M.	NOTICE TO KOWLOON RESIDENTS EXTRA COPIES of Daily Press are on Sale daily at the following Stores:— KOWLOON BOOK STALL, Ferry Wharf Messrs. H. RUTONJEE & SONS, Kowloon Store, No. 36, Haiphong Road. Messrs. HUNG CHEONG, Haiphong Road. Mr. AH YAU, Hongkong Stall, Ferry Wharf.	ARRIVALS AT HOME. May 19th—Alyanaz, Kleist, Oanfa, Preussner. Satsuma

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